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CITY OF

Bell



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CALIFORNIA

GENERAL PLAN

OCTOBER, 1986

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GENERAL PLAN

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CITY OF BELL

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Ray Johnson

George G. Mirabal

PLANNING COMMISSION

Carmen Guzman, Chairwoman

Robert Dunigan, Vice-Chairman

Santo Dimare

Kenneth Shaw

Ted Skrypek

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Bell
986

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2010 ANNUAL BUDGET

APPROVED BY THE CITY COUNCIL

ON MAY 11, 2010

BY: MAYOR

AND CITY CLERK

AT THE CITY CLERK'S OFFICE

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The following individuals and firms have contributed to the preparation of the General Plan:

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David D. Meyer, Director of Community Development
Bill Vasquez, Director of Parks and Recreation
Donald J. Knechtel, Building Official
Robert Rugroden, Associate Engineer

CONSULTANTS

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J.J. Van Houten and Associates, Inc.
Takata and Associates, Inc.
Rosenow Spevacek Group Inc.

CITY OF BELL, CALIFORNIA
GENERAL PLAN 1986

Dear City of Bell Resident:

After two years of exhaustive research, data-collection, and resident opinion surveys, the City of Bell has a new General Plan. This General Plan provides for "Orderly and Controlled Growth". It represents the "Blueprint" for meeting the service, housing, and development needs of Bell.

Together with input from local residents, property owners, and business owners, the City Council has adopted a Plan which contains incentives for quality commercial, industrial, and residential development. The Plan also addresses measures to improve public services, traffic circulation, and safety throughout the City.

The benefits of these planning efforts are many. A diversified tax base means an equitable distribution of the cost for services between residential and commercial consumers. Another benefit is the improvement of public facilities which will provide better services which affect the health, safety, and general welfare of our residents.

The City Council believes that the adopted General Plan serves all the residents of Bell. Implementation will take place over the next few years. The City Council intends to make the future an exciting adventure that is indicative of a community "On The Move".

George W. Cole, Mayor

CONFIDENTIAL - SECURITY INFORMATION

It is the policy of the Department of Defense to ensure that all personnel who have access to information relating to the national defense are properly indoctrinated and that all personnel who are not properly indoctrinated are excluded from access to such information. This policy is implemented through the Department's personnel security program, which requires that all personnel who are employed in positions of responsibility or who have access to information relating to the national defense must be properly indoctrinated and that all personnel who are not properly indoctrinated are excluded from access to such information.

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CONFIDENTIAL - SECURITY INFORMATION

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF BELL APPROVING AND ADOPTING A
GENERAL PLAN

THE CITY COUNCIL OF THE CITY OF BELL DOES RESOLVE AS FOLLOWS

SECTION 1. That the City Council of the City of Bell does hereby find and declare

(a) That the City Council heretofore instructed the City staff and the Planning Commission, with the assistance of consultants, to review the existing General Plan of the City and to recommend such changes therein as may be necessary to bring the Plan into compliance with State law and to meet the current needs of the City;

(b) That this study has been completed;

(c) That the Planning Commission has conducted a duly noticed public hearing on the matter, and by Planning Commission Resolution No. 86-2 recommended that the City Council adopt the "General Plan-City of Bell-1986", the original of which is on file with the City Clerk of the City, and is incorporated herein by this reference.

SECTION 2. That the City Council has conducted a duly noticed hearing on said matter and determined to accept the Planning Commission's recommendation.

SECTION 3. That on December 1, 1986, the City Council by motion certified an Environmental Impact Report relating to said General Plan as having been prepared in accordance with the California Environmental Quality Act, and that a Notice of Determination has been filed with the County Clerk.

SECTION 4. That the City Council does hereby:

(a) find that the General Plan was prepared in accordance with applicable State and local laws;

(b) adopts said General Plan;

(c) orders it filed in accordance with State law.

SECTION 5. That said General Plan supersedes the existing General Plan referenced in Section 1 (a) above.

SECTION 6. That Resolution No. 87-2 was adopted with an incorrect designation of certain properties on the Land Use Element Map and for that reason Resolution No. 87-2 is hereby repealed and rescinded for the purpose of correcting a clerical error.

1. The first part of the report is a summary of the work done during the year.

2. The second part of the report is a detailed account of the work done during the year.

3. The third part of the report is a summary of the work done during the year.

4. The fourth part of the report is a detailed account of the work done during the year.

5. The fifth part of the report is a summary of the work done during the year.

6. The sixth part of the report is a detailed account of the work done during the year.

7. The seventh part of the report is a summary of the work done during the year.

8. The eighth part of the report is a detailed account of the work done during the year.

9. The ninth part of the report is a summary of the work done during the year.

10. The tenth part of the report is a detailed account of the work done during the year.

11. The eleventh part of the report is a summary of the work done during the year.

12. The twelfth part of the report is a detailed account of the work done during the year.

13. The thirteenth part of the report is a summary of the work done during the year.

14. The fourteenth part of the report is a detailed account of the work done during the year.

SECTION 7. That the City Clerk shall certify the adoption of this Resolution and forward a copy hereof to the Secretary of the Planning Commission.

PASSED AND APPROVED this 6th day of April, 1987.



MAYOR

ATTEST:



Deputy CITY CLERK

STATE OF CALIFORNIA)
)
COUNTY OF LOS ANGELES) ss.
)
CITY OF BELL)

I, MARTHA GUTIERREZ, City Clerk of the City of Bell California, do hereby certify that the foregoing Resolution No. 87-8 was duly adopted by the City Council and approved by the Mayor at a Meeting thereof held on the 6th day of April, 1987, and that the same was adopted by the following vote, to wit:

AYES: Councilmen Mirabal, Price, Janssen
 and Mayor Cole

NAYES: None

ABSENT: Councilman Johnson (excused)

ABSTAIN: None



Deputy CITY CLERK

RESOLUTION NO. 86-2

A RESOLUTION OF THE PLANNING COMMISSION OF THE
CITY OF BELL RECOMMENDING APPROVAL OF THE
GENERAL PLAN AND RECOMMENDING CERTIFICATION OF
AN ENVIRONMENTAL IMPACT REPORT RELATING THERETO.

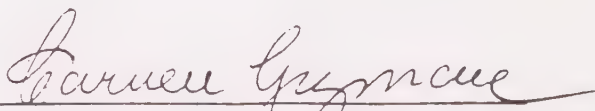
THE PLANNING COMMISSION OF THE CITY OF BELL DOES RESOLVE
AS FOLLOWS:

SECTION 1. That the City Council heretofore instructed the City staff and the Planning Commission, with the assistance of consultants, to review the existing General Plan of the City and to recommend such changes therein as may be necessary to bring the Plan into compliance with state law and to meet the current needs of the City. This study has been completed. After holding duly noticed public hearing, it is the conclusion of the Planning Commission that the public interest, convenience and necessity require the adoption of the General Plan 1986, incorporated herein by this reference.

SECTION 2. The the Planning Commission finds that California compliance with respect to the Environmental Quality Act, in accordance with provisions of the Act and applicable guidelines, has been accomplished by the preparation of an Environmental Impact Report relating to said General Plan. The said Environmental Impact Report is hereby recommended for adoption and certification as having been prepared in accordance with the said Act.

SECTION 3. That the secretary shall certify the adoption of this Resolution and forward a copy hereof to the Bell City Council.

PASSED AND APPROVED this 1st day of October,
1986.


Carmen Guzman, Chairperson
of the Planning Commission
of the City of Bell

ATTEST:

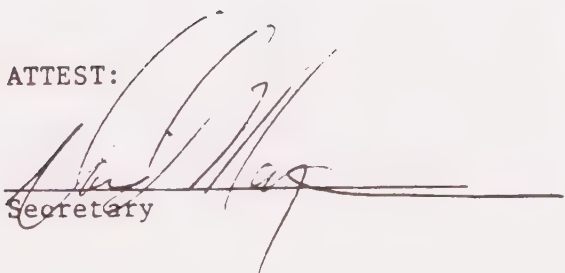

Secretary

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GENERAL PLAN 1986 INTRODUCTION

*Prepared by: EARTH-TECH Environmental
Planning Services
and
Rosenow Spevacek Group
August, 1986*

1.0 INTRODUCTION

1.1 GENERAL PLAN LEGISLATION

The State of California Planning and Zoning Laws (Section 65000 et. seq. of the Government Code) require the preparation and adoption of a General Plan by cities and counties. This General Plan has been prepared in compliance with State law and the General Plan Guidelines published by the State Office of Planning and Research. These requirements state that the City "shall adopt a comprehensive, long-term General Plan for the physical development" of the City, and that the General Plan "shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards and plan proposals."

The State Planning and Zoning Laws require the preparation of seven elements: 1) land uses, 2) housing, 3) circulation, 4) open space, 5) conservation, 6) safety, and 7) noise.

1.2 PURPOSE AND FUNCTION

The General Plan's purpose and function is to document decisions concerning the future of the community. The purpose of the General Plan is to provide a framework for decision making related to planning and long term development in the local and regional context.

This comprehensive General Plan has been developed on the basis of a thorough analysis of existing conditions in the City, and reflects goals of the community to preserve and improve the quality of life. This General Plan, when adopted, supersedes any General Plan elements previously in effect.

CITY OF BELL
GENERAL PLAN
ORGANIZATIONAL CHART

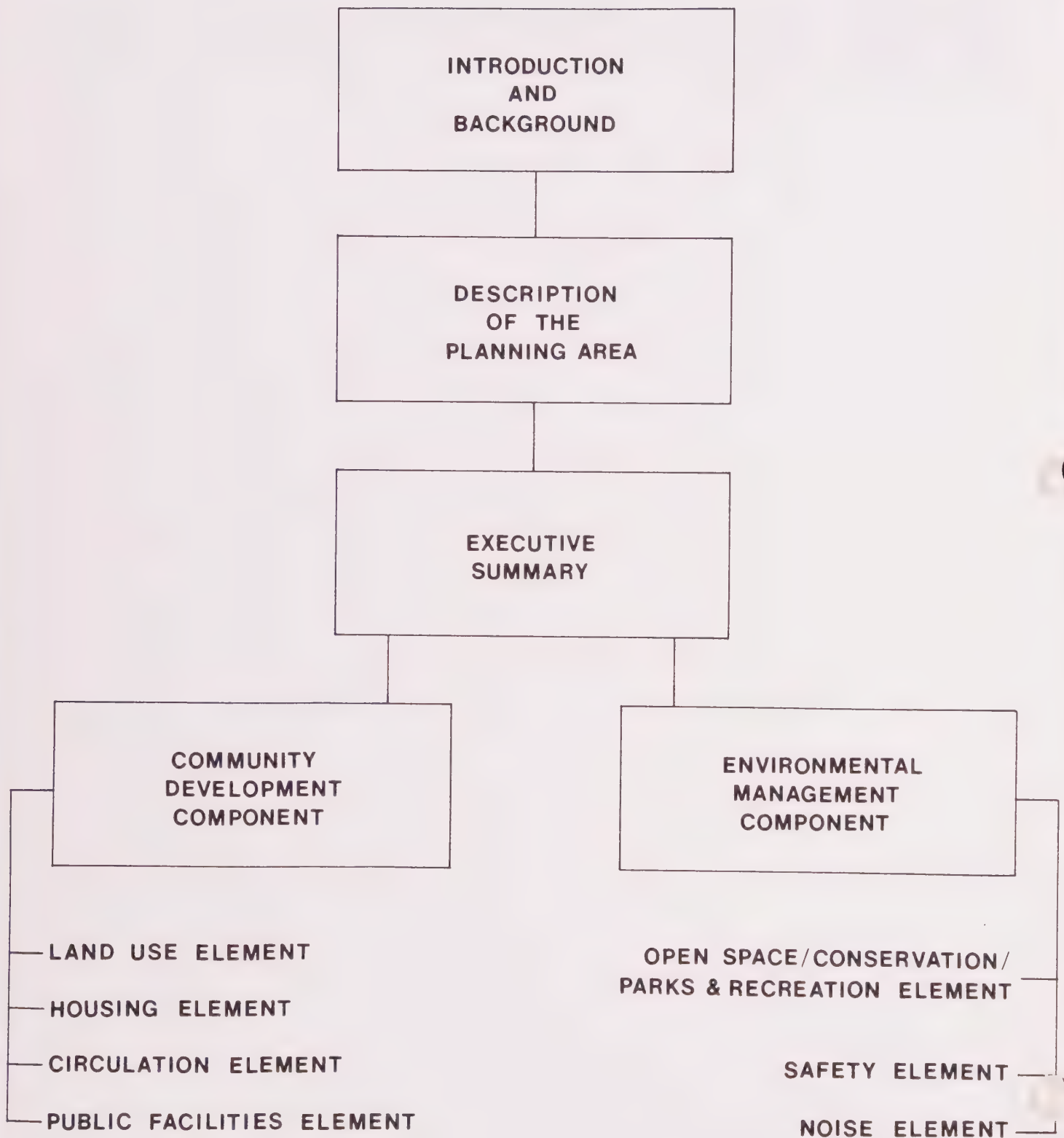


FIGURE 1.0-1

1.3 GENERAL PLAN FORMAT

The required General Plan elements have been grouped into two components -- a Community Development Component and an Environmental Management Component. This General Plan includes an optional Public Facilities element and combines the Open Space and Conservation elements as one. The format of this General Plan is described below.

- 1.0 Introduction and Background -- Description of the General Plan legislation and requirements, its purpose and function and format presented.
- 2.0 General Description of the Planning Area -- General Description of the regional context, boundaries of the planning area, and primary land uses.
- 3.0 Executive Summary -- Summary of each of the seven General Plan Elements and listing of objectives, policies and programs.
- 4.0 Community Development Component -- Compilation of the following mandated and optional elements:
 - Land Use
 - Housing
 - Circulation
 - Public Facilities
- 5.0 Environmental Management Component -- Compilation of the following mandated elements:
 - Open Space/Conservation/Parks and Rec.
 - Safety
 - Noise

1.4 GENERAL PLAN ELEMENT OUTLINE

State law requires internal consistency in content and format among adopted General Plan elements. In order to maintain internal consistency, each element (##) is presented in the following format:

##.1 INTRODUCTION

General Plan Legislation
Purpose and Function
Relation to other General Plan Elements

##.2 EXISTING CONDITIONS

Findings/Facts
Conclusions

##.3 NEEDS

Identification
Recommendations

##.4 ISSUES, OPPORTUNITIES, AND CONSTRAINTS

Issues
Opportunities
Constraints

##.5 OBJECTIVES, POLICIES AND PROGRAMS

Objectives
Policies
Programs

##.6 INTERNAL CONSISTENCY

2.0 GENERAL DESCRIPTION OF THE PLANNING AREA

2.1 REGIONAL CONTEXT

The City of Bell is located within the Greater Los Angeles Metropolitan Area, approximately ten miles southeast of downtown Los Angeles, as presented on Figure 2-1 (Regional Setting).

The City is bounded on the north by the cities of Maywood, Vernon, Huntington Park and Commerce; on the south by the cities of Cudahy and South Gate; on the east by the cities of Bell Gardens and Commerce; and on the west by the cities of Vernon, Maywood and Huntington Park.

A determination was made by the Los Angeles County Local Agency Formation Commission (LAFCO) on July 24, 1984 which established the City's Sphere of Influence. The City's Sphere of Influence as defined by (LAFCO) is confined to the existing City boundaries. The Sphere of Influence is the regional area potentially affected by the actions and planning efforts of a City, County or other branches of government.

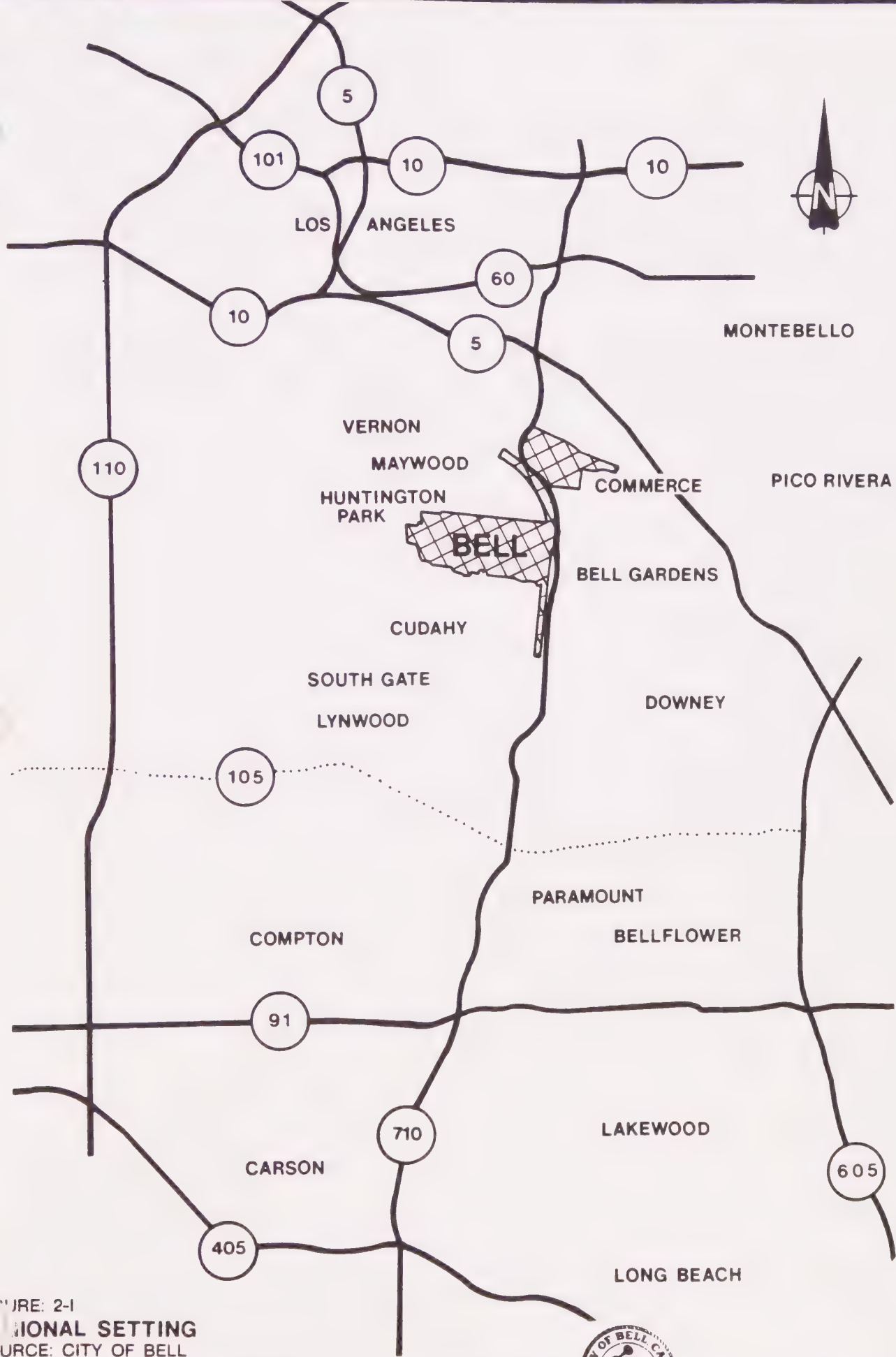


FIGURE: 2-1
REGIONAL SETTING
SOURCE: CITY OF BELL



City of BELL

2.2 PLANNING AREA BOUNDARIES

As illustrated on Figure 2-II, the City is comprised of two separate areas connected by the Los Angeles River Channel and Interstate Route 710 (Long Beach Freeway).

The southern portion of the City, commonly known as the "Central City" is generally bounded by Randolph Street on the north, Florence Avenue on the south, Interstate 710 on the east, and Bissel Street on the West.

The northern portion of the City, commonly known as the "Cheli Industrial Area," is generally bounded by East 26th Street on the north, Mansfield Way on the south, the Los Angeles River Channel and Atlantic Boulevard on the west, and Eastern Avenue on the east.

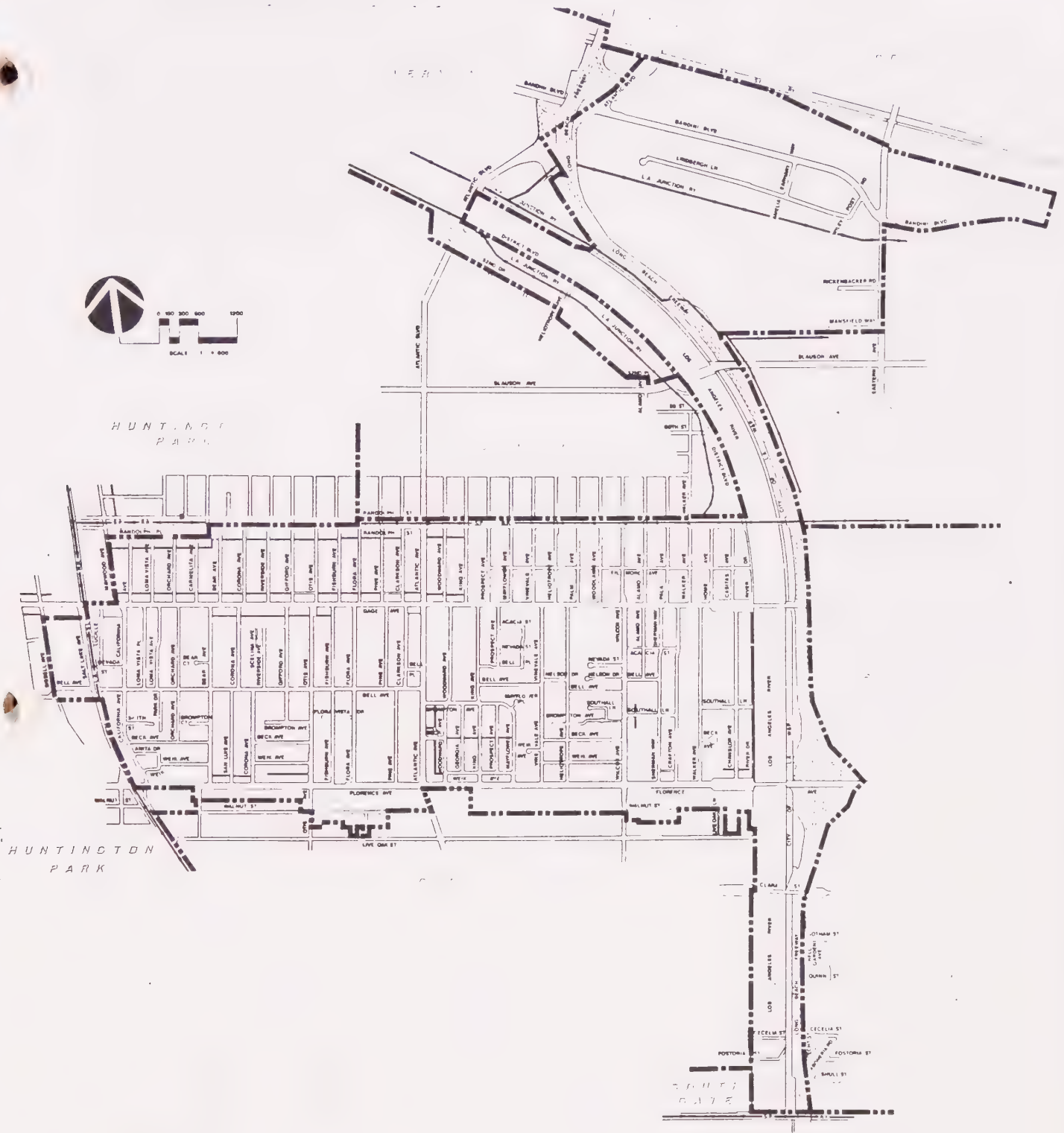


FIGURE: 2-II
Y BOUNDARY
SOURCE: CITY OF BELL



City of BELL

2.3 PRIMARY LAND USES

The City of Bell includes a mix of residential, commercial and industrial uses. The "Cheli Industrial Area" (northern portion) is almost exclusively industrial use. The "Central City" is characterized primarily by residential and commercial uses. Residential uses include both single and multi-family dwelling. Most commercial activity is located along the arterials of Florence Avenue, Gage Avenue and Atlantic Boulevard.



GENERAL PLAN

1986

EXECUTIVE SUMMARY

3.0 EXECUTIVE SUMMARY

The Executive Summary provides a general description and lists the proposed objectives, policies, and programs of each element.

COMMUNITY DEVELOPMENT COMPONENT

LAND USE ELEMENT (Section 4.1)

The Land Use Element establishes the general land use patterns within the City to assure compatibility among uses. The Land Use Element includes a land use map and related objectives, policies, and programs. It functions as a decision-making framework for reviewing and implementing both public and private development plans.

Objectives

1. Provide for an orderly pattern for quality future development to achieve a complete and controlled balance of growth among land uses.
2. Provide for a variety of housing opportunities for all residents of the City of Bell.
3. Increase employment opportunities in the City.
4. Promote the location of a wide range of commercial activities to meet the needs of the local and regional marketplace.
5. Ensure a strong industrial and commercial tax base to finance public improvements and services.
6. Provide input on the design and site planning of development activities.

Policies

1. Ensure that development activities are consistent with the General Plan.
2. Promote economic stability through diversifying the commercial base and developing employment opportunities.
3. Prevent incompatibility among land uses for the health and safety of occupants and the protection of property values.
4. Encourage a high level of quality in construction and site design features.

5. Encourage quality residential development to achieve neighborhood stability.
6. Allow for a mix of residential land uses to accommodate a variety of housing types.
7. Upgrade and strengthen commercial and industrial uses through redevelopment.
8. Encourage the clustering of businesses with landscaping, shared parking, and other techniques that will improve the visual continuity and efficiency of the "strip commercial" business district along arterial roadways.
9. Provide incentives for consolidation of lots.
10. Expand public facilities to meet community needs and demands.
11. Continue and strengthen the use of rehabilitation to improve and stabilize existing and conforming residential and commercial uses.
12. Minimize the expansion of non-conforming uses.
13. Actively pursue, solicit, assist and approve development which will present a quality image and serve as a stable, economic asset.
14. Review zoning and development standards to ensure their adequacy for current needs.
15. Evaluate traffic and circulation needs to plan for future capital improvements.
16. Pursue opportunities to influence development decisions concerning Federally owned properties.

Programs

1. Implement the Redevelopment Plan adopted by the City Council.
2. Operate residential and commercial rehabilitation programs.
3. Administer zoning and building code enforcement programs.
4. Develop and administer public service programs to respond to community needs.
5. Establish a Design Review Board to advise in the preparation of design guidelines and implement a design review program.
6. Implement the General Plan through Specific Plans, where appropriate.

7. Amend the City's Zoning Ordinance to achieve compatibility with the General Plan.
8. Develop a long range capital improvement program to remove circulation and other infrastructure constraints.
9. Investigate the feasibility of parking districts as an incentive for commercial and industrial development.

HOUSING ELEMENT (Section 4.2)

Objectives

1. Comply with Article 10.6 of the Government Code which prescribes the scope of the Housing Element.
2. Identify the relationship between the Land Use Element and the Housing Element.
3. Consolidate several of the City's housing actions and policies into a single document.
4. Achieve a level of housing maintenance that prevents any additional units from requiring major rehabilitation by the year 1990.
5. Rehabilitate or maintain in sound condition the existing housing stock by 1990.
6. Remove 435 housing units which are or will be so deteriorated that they cannot be economically rehabilitated.
7. Increase the level of housing assistance to ensure that households estimated to need assistance by 1990 will be aided.
8. Provide adequate affordable housing for all households needing assistance by 1990.
9. Construct 100 new housing units during the next five years to meet the needs of the population.

Policies

1. Encourage the maintenance of the existing housing stock.
2. Maintain housing in sound condition in neighborhoods that are safe, healthful, and aesthetically pleasing.
3. Encourage the investment of both public and private resources to reverse neighborhood deterioration and prevent the unnecessary demolition of houses usable by lower income residents.
4. Continue participating in the Section 8 - Housing Assistance

Payment program in cooperation with the Los Angeles County Housing Authority.

5. Encourage an adequate supply of dwelling units to meet the needs of all income groups.
6. Ensure that all persons with special housing needs, such as the elderly and handicapped, have an adequate choice of suitable dwelling units.
7. Minimize displacement in revitalization areas and provide for expeditious and equitable relocation services to the occupants of dilapidated housing units that must be removed.
8. Assist developers in identifying, aggregating, and preparing land suitable for housing developments for medium and lower income families and individuals.
9. Use available Federal and State assistance programs in promoting an adequate supply of affordable housing. Support a consistent commitment by Federal and State governments to fund programs to meet the medium and lower income housing needs.
10. Encourage the development and expansion of job opportunities for lower income households.
11. Promote design and construction of rental housing to accommodate large families.
12. Promote development of housing for the elderly and handicapped.
13. Encourage design of residential development that will foster a secure living environment.
14. Maintain reasonable governmental costs which are consistent with the health and safety requirements of City residents, and with the need to protect significant environmental resources.
15. Continue to review and streamline administrative procedures for processing development permits, and establish finite time limits for such approvals so as to minimize the time, costs, and uncertainty associated with development.
16. Periodically review and update codes and standards to minimize their impact on development.
17. Ensure adequate housing and high quality community services for all persons regardless of income, age, race, sex, marital status, or ethnic background.

Programs

1. Enforce housing quality standards.

2. Assist housing rehabilitation
 - Housing Rehabilitation Grant Program
 - Deferred Payment Loan Program
 - Below Market Interest Rate Loan Program
 - Rebate Program
3. Protect existing affordable market rate housing
4. Assist existing housing
 - Shared Housing
 - Housing Assistance Grants
5. Remove Governmental Constraints
 - Establishment of effective land use controls and development standards
 - Allocation of sufficient land to satisfy housing production needs
6. Promote Equal Housing Opportunity
 - Fair Employment and Housing Act, Government Code Section 12900
 - Unruh Civil Rights Act, Civil Code Sections 51 and 52
 - Ralph Civil Rights Act, Civil Code Section 51.7
 - Civil Code Section 54
 - Health and Safety Code 19901
 - Civil Rights Act of 1968, Fair Housing Section, 42 U.S. Code Sections 3601-3619
 - Civil Rights Act of 1966, U.S. Code Section 1982

CIRCULATION ELEMENT (Section 4.3)

The basic purpose of the Circulation Element is to identify the transportation network within the City of Bell and its access to the regional area. The Circulation Element presents the objectives, policies, and programs necessary to maintain, improve, and expand facilities for the movement of persons and goods.

Objectives

1. Maintain and improve a circulation system that will accommodate existing and future transportation needs.
2. Provide adequate roadway design to accommodate truck traffic.
3. Reduce congestion at the Interstate 710 interchanges.
4. Provide an interchange for Slauson Avenue at Interstate 710.
5. Improve circulation at arterial roadway intersections.
6. Improve traffic safety in general.
7. Maintain and improve the public right-of-way.
8. Utilize design review of new development proposals to reduce potential impacts on circulation and traffic safety.
9. Recognize that bicycles are a reasonable mode of transportation and a viable alternative to motor vehicles.
10. Increase public transportation usage.
11. Prepare a five-year capital improvement plan, and develop a maintenance program according to a schedule.
12. Improve traffic safety through increased law enforcement.

Policies

1. Participate in regional transportation planning efforts.
2. Work with adjacent cities to improve areawide circulation.
3. Pursue the construction of a Slauson Avenue interchange at Interstate 710.
4. Initiate the design and engineering of roadway improvement projects.
5. Pursue State, Federal, and County funding sources for improving the circulation system.
6. Establish a Level of Service (LOS) "C" as the acceptable standard.
7. Require new development proposals to include design features which will mitigate any adverse impact upon the circulation system.
8. Monitor cumulative increases in traffic volume through periodic review of ADT levels and LOS ratings.

9. Encourage use of public transportation and other transportation systems management (TSM) measures.
10. Evaluate and improve traffic control signalization and signage.
11. Consider traffic and parking restrictions along narrow streets.
12. Encourage bicycle ridership.
13. Consider the feasibility of including bikeways during the planning and construction stages of roadway improvements.
14. Promote the separation of pedestrian, bicycle, and motor vehicle traffic.
15. Encourage new developments to accommodate bicycles as a mode of transportation.
16. Consider the closure or abandonment of certain streets or rights-of-way to promote the separation of commercial and residential traffic and to remove existing hazardous circulation patterns.
17. Explore the feasibility of parking districts as an option to address parking needs.

Programs

1. Allocate local funding for circulation system improvements.
2. Pursue and utilize any available local, state, and/or Federal funding for circulation system improvements.
3. Participate in the County of Los Angeles Transportation Commission's signalization improvement plan.
4. Pursue measures for synchronization of traffic signals on arterials.
5. Pursue the construction of grade separations where vehicles and railroads have the potential for conflicts.
6. Support the construction of the commuter rail line proposed by the Los Angeles County Transportation Commission.
7. Adopt the Los Angeles County street construction standards as a guideline for roadway construction and repair.
8. Pursue development of a subregional bike path along the Southern Pacific right-of-way and Randolph Street; work with appropriate jurisdictions to accomplish its development and use.
9. Implement a bicycle and pedestrian safety program.

10. Investigate the feasibility of preparing a bikeway plan or pursuing cooperative ventures with other public agencies for bikeway funding.
11. Direct the Traffic and Beautification Commission to investigate and recommend possible intersection modifications, including possible street closures, which would reduce traffic impacts and improve safety.
12. Conduct an in-depth analysis of the use of parking districts as an incentive for commercial development.
13. Upgrade the City's street light system as needed to improve traffic safety conditions.

PUBLIC FACILITIES ELEMENT (Section 4.4)

The Public Facilities Element presents the public or quasi-public infrastructure systems and services provided in the City. It includes an inventory of existing facilities and services, identifies deficiencies, and establishes objectives, policies, and programs for improving the level of service.

The Public Facilities Element provides a comprehensive analysis of support services in the City; it allows an integrated approach to identification and management of the projected volume and usage capacity of these systems.

Objectives

1. Ensure the availability of adequate public services and facilities.
2. Upgrade public services and facilities to meet projected demand.
3. Recognize that recycling refuse is a viable method of managing solid waste.

Policies

1. Cooperate closely with agencies responsible for public services and facilities.
2. Review City services and facilities to ensure quality levels of service and cost effectiveness.
3. Ensure the provision of adequate public facilities through capital improvement and redevelopment programs.
4. Participate in regional planning efforts.
5. Promote recycling as a means of reducing solid waste.

6. Upgrade the City's street light system to state-of-the-art levels to improve traffic safety and promote energy conservation.

Programs

1. Pursue Federal and State sources of funding for infrastructure improvements.
2. Utilize tax increment financing for infrastructure improvements.
3. Support programs designed to improve regional sewers, storm drains and flood control facilities, and waste treatment and disposal.
4. Support programs designed to improve educational facilities and opportunities.
5. Support programs designed to utilize alternative energy sources to conserve limited resources.
6. Develop a capital improvement program to upgrade City facilities.
7. Establish benefit assessment districts to finance public improvements such as street light and off-street parking improvements.
8. Levy user fees to service recipients.
9. Require undergrounding of utilities for all new development.
10. Require off-site improvements as a condition of approval for new development.
11. Analyze and evaluate the existing street system throughout the City to identify areas in need of improvement.

ENVIRONMENTAL MANAGEMENT COMPONENT

OPEN SPACE/CONSERVATION/PARKS AND RECREATION ELEMENT (Section 5.1)

This element designates open space land for the following uses:

- Open space for the preservation of natural resources such as animal life and ecological areas.
- Open space for the managed production of resources such as agricultural lands or mineral deposits.
- Open space for outdoor recreation such as areas particularly suited for park and recreation purposes.

- Open space for public health and safety such as areas which require special management or regulation because of hazardous conditions including earthquake fault zones and unstable soil areas.

This element establishes the location and development of facilities such as parks, playgrounds, parkways, and similar recreation facilities.

Objectives

1. Achieve a sense of natural openness within the urban environment of the City.
2. Provide healthful, educational, and creative recreational programs.
3. Expand programs for Hispanics, youth, and senior citizens.
4. Expand youth sports.

Policies

1. Recognize the social, economic, and aesthetic benefits which accrue from the preservation of open space.
2. Provide a balanced range of recreational opportunities for all age levels within the community.
3. Maintain a high level of maintenance for all recreational facilities.

Programs

1. Street Tree and Landscaping Program - Specialized street trees and landscaping have been provided under this program along several of the City's streets.
2. Signage Control Program - This program is under preparation and will be directed at major thoroughfares to improve scenic urban corridors. New standards will be developed to regulate the amount and types of signage permitted.
3. Commercial Rehabilitation - This program focuses on improving the aesthetic appeal of the built environment.
4. Zoning Code Revision - Revision of the zoning code will establish a modern tool to implement the revised General Plan.
5. Parks and Recreation Program - The Recreation Division of the Parks and Recreation Department is charged with the

responsibility of conducting a diversified public recreation activities program for persons of all ages. There are four additional actions which are beneficial to enhancing the services provided by the City. These actions are:

- Adoption of a policy which states that the City's park land standard is one acre per 1,000 persons.
 - Establishment of an extended swimming program in cooperation with the Los Angeles Unified School District and the development of additional baseball fields.
 - Operation of an outreach program to increase participation in local park and recreation resources by residents of certain neighborhoods and population groups such as the transportation-dependent.
 - Publication of a newsletter on a quarterly basis so that community residents are acquainted with the services provided by the City.
6. Treder Park Community Center - A community center is in the development stage.
 7. Tot Lots/Mini-Parks - It is beneficial to consider the implementation of a tot lot/mini-park program to add more open space and recreational opportunities.
 8. Interagency Coordination - Use of Bell High School facilities by City residents is enabled by an agreement with the Los Angeles Unified School District.
 9. State and Federal Grants - Grants that pertain to park use include:
 - State Historic Preservation
 - Land and Water
 - UPAR
 - Roberti-Z'Berg
 10. Tree Maintenance Agreement - The City should explore the possibilities for the joint purchase and use of tree maintenance equipment with adjacent cities.
 11. Quimby Act - The City should consider adopting the Quimby Act provisions to the extent they apply in Bell.

SAFETY ELEMENT (Section 5.2)

The Safety Element establishes information and guidelines for the protection of Bell residents and workers from unreasonable risks which are associated with the potentially hazardous conditions listed below:

- Seismically induced hazards such as surface rupture, ground shaking, ground failure, and dam failure;
- Subsidence and other geologic hazards;
- Mudslides and landslides;
- Flooding;
- Urban Fires;
- Hazardous wastes.

Objectives

1. Comply with the State planning law concerning the preparation of a combined Safety/Seismic Safety Element.
2. Maintain internal consistency with other elements of the General Plan.
3. Identify the relationship between land use and geology hazards.
4. Reaffirm the City's policies and programs to save lives and protect property in the event of an emergency situation or natural disaster.

Policies

1. Encourage educational programs which inform residents and businesses in the City on procedures to follow in the event of a major earthquake.
2. Establish and enforce standards to reduce unacceptable levels of fire and geologic risk.
3. Reduce fire hazards associated with older buildings including masonry structures and residences above commercial structures.
4. Continue participation in community programs that train policemen, firemen, and civil defense volunteers how to perform effectively after an earthquake.
5. Review and improve disaster preparedness and emergency response capabilities.
6. Expand local knowledge and encourage educational programs for households and small businesses in identifying and disposing of potential hazardous wastes.
7. Work with the County and the refuse disposal companies operating within the City to manage the adequate and safe disposal of hazardous wastes.

Programs

1. Geologic/Seismic - The City enforces the seismic requirements of the Uniform Building Code. Any unreinforced masonry structure that is converted to a higher occupancy use (i.e. retail to restaurant) must comply with City of Los Angeles Building Code Division 68 Standards. The City of Bell is currently developing its own Earthquake Hazard Reduction Ordinance.
2. Fire - Commercial and industrial uses are inspected annually. Fire Target Hazards are inspected at least three times a year. The Los Angeles County Fire Department enforces a weed abatement program for vacant lots and for residences on a complaint basis.
3. Hazardous Materials - One half of the Police Department supervisors have completed Hazardous Materials Training courses. The City has adopted truck routes which prohibit the transport of hazardous materials through residential neighborhoods.

The State Department of Health Services maintains records on the location and type of hazardous wastes stored within each City. The City should pursue the following programs in addition to the two listed above:

- a. Collect and maintain up-to-date records through the City Safety Departments of the type, location, owners, and responsible persons for properties which involve the handling of hazardous wastes.
 - b. Implement an education program for households and small businesses regarding identification and disposal of potential hazardous wastes, including machine oils, pesticides, etc.
4. Emergency Preparedness - The City originally adopted a Civil Defense and Disaster Plan in 1972, and this Plan was updated in February, 1983.

The Bell Police Department has adopted procedures for dealing with hazardous spills on the highway. These procedures are based on the California Highway Patrol's Hazardous Materials Transportation Manual and the Federal Department of Transportation Emergency Response Materials. All Police Department personnel are trained to use the Emergency Response Handbook.

NOISE ELEMENT (Section 5.3)

The Noise Element includes definitions, objectives, policies, standards, criteria, programs, and maps relative to minimizing or

eliminating noise pollution in the City. It provides a reference to be used in connection with actions on various public and private development matters as required by law, and is utilized to establish uniformity of policy and direction.

Objectives

1. Short-term possibilities for noise reduction in Bell consist mostly of the enforcement of noise control guidelines and the appropriate placement of walls and berms to buffer residential and other noise-sensitive areas from traffic noise.
2. Long-term possibilities for noise reduction will be contingent upon future development, especially along major traffic routes, and in the vicinity of the railroads.

Policies

1. Pursue the construction of noise barriers along the Southern Pacific and Union Pacific rail line corridors where residences exist adjacent to the main tracks.
2. Consider planning guidelines which include noise control for all new residential developments and condominium conversion projects.
3. Ensure that future projects within the City reflect a consciousness regarding the reduction of unnecessary noise near existing noise-sensitive areas such as residences, parks, hospitals, libraries, convalescent homes, etc.
4. Develop a policy for noise abatement and control of residential, commercial, and industrial activities within the City such that intrusive noise is limited to acceptable standards.
5. Encourage the reduction of noise throughout the City.

Programs

1. The City should construct noise barriers in residential areas where existing homes are directly adjacent to the main tracks. The construction of noise barriers in residential areas adjacent to railroad tracks should be constructed with heights of 13 to 15 feet.
2. The City should require that the State's Noise Insulation Standards be applied to all new single family and condominium conversion projects. Currently, they only apply to all new multi family units (apartments, motels, etc.). The City should adopt guidelines which consider noise as an early factor in planning future residential developments.

3. Noise should be considered early in the development of new residential or noise-sensitive construction. The location and orientation of the residential buildings may be configured to minimize or eliminate noise problems for a site adjacent to the freeway, arterials, or rail lines. Other effective noise reduction tools include the use of earthen berms, sound reducing walls, and generous setbacks.
4. Interior CNEL levels may be reduced to 45 dB or less in any of the following ways:
 - a. Reducing the exterior noise to which the dwelling is exposed,
 - b. Installing sound rated windows suitable for the noise reduction required,
 - c. Configuring and insulating exterior walls and roofing systems to reduce the interior noise to acceptable levels,
 - d. Locating (or eliminating) vents, mail slots, etc., to minimize sound propagation into the home, and
 - e. Installing forced air ventilation as needed to provide a habitable living space if the interior CNEL is to be met with all or some windows closed.
5. The City should reduce unnecessary noise in the vicinity of noise-sensitive locations by taking the following actions:
 - a. Maintenance of a liaison with transportation agencies such as CalTrans regarding the reduction of noise from existing facilities. Consideration of the design and location of new facilities.
 - b. Consideration to buffering noise-sensitive areas from noise generating land uses.
 - c. Monitoring of noise within the City as an ongoing process conducted by the appropriate departments. Additionally, development of a liaison between the City and the Los Angeles County Health Department in order to obtain assistance in on-site measurements of noise levels.
 - d. Payment of close attention to the noise evaluation in environmental impact statements.
6. The City should reduce the level of noise in noise-sensitive areas; the Circulation Element of the General Plan should be revised wherever possible, to divert through traffic away from these areas.

7. The City should consider the adoption of an appropriate ordinance which will place a limit on the level of noise produced by residential, commercial, and industrial activities that may intrude on adjacent properties.
8. The City should encourage the reduction of noise by taking the following actions:
 - a. Encourage the AT & SF, Southern Pacific and Union Pacific rail companies to reduce the level of noise produced by train movements within the City. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns should also be minimized. Monitor the existing operations on the rail lines as well as any plans for future development. Discourage any actions that increase the level of noise throughout the City.
 - b. Consider noise control requirements for all new equipment purchases.
 - c. Implement a review process concerning policies and regulations affecting noise every five years or as new technological developments warrant, per State guideline requirements.
 - d. Encourage the enforcement of regulations (such as the State Vehicle code noise standards) for all privately owned, City owned, and City operated automobiles, trucks, and motorcycles operating within the City.



GENERAL PLAN 1986 LAND USE ELEMENT

*Prepared by: EARTH-TECH Environmental
Planning Services
and
Rosenow Spevacek Group
August, 1986*

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4.1 LAND USE ELEMENT

4.1.1 INTRODUCTION

General Plan Legislation

The Planning and Zoning Laws applicable to the Land Use Element are set forth in Section 65302(a) of the California Government Code. Under this section, the Land Use Element is required to designate the proposed distribution and general location of land uses for housing, business, industry, open space, recreation, education, public facilities and other public and private land uses. The Land Use Element is also required to discuss population and density standards and to identify areas subject to flooding.

Purpose and Function

The primary purpose of the Land Use Element is to establish the general land use patterns desired by the community and to assure compatibility and controlled growth among uses. The Land Use Element is comprised of a land use map and related objectives, policies, and programs. It functions as a decision-making framework for reviewing and implementing both public and private development plans.

Relation to Other General Plan Elements

The land use map and recommendations reflect compatibility among land uses. The Land Use Element reflects consistency with the objectives, policies and programs in other elements of the City's General Plan.

4.1.2 EXISTING CONDITIONS

GENERAL PLAN LAND USE DESIGNATIONS

Residential - Low Density: Maximum density = 8.71 dwelling units per acre (1 dwelling unit per parcel - minimum parcel size = 5,000 square feet). This designation is limited to properties improved with existing single family (detached) dwelling units. Consistent zoning = R-1.

Residential - Medium Density: Maximum density = 21.78 dwelling units per acre (1 dwelling unit per 2,000 square feet). Consistent zoning = R-1, R-2, R-3, or C3-R.

Commercial: Uses include office, retail, service and automotive uses. Consistent zoning = C-1, C-2, C-3, or C-3R.

Industrial: Uses include manufacturing and processing, warehousing and distribution, wholesaling and retailing, and office uses. Consistent zoning = C-3, C-M, M, or T.

Open Space: Uses include parks, recreational facilities and other public facilities. Consistent zoning = any classification.

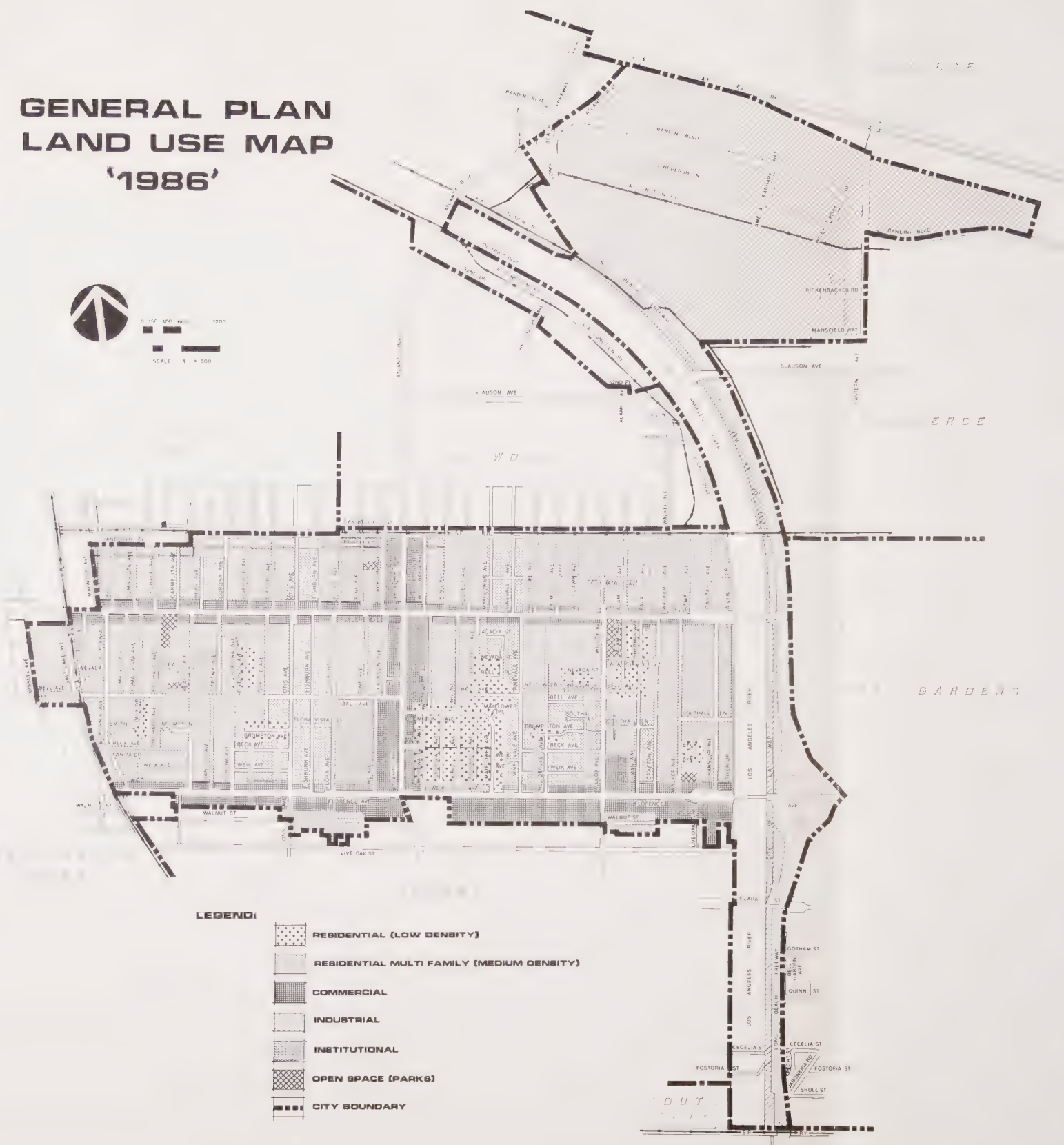
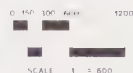
Institutional: Uses include civic center, public and private schools, religious and fraternal facilities. Consistent zoning = any classification.

The General Plan Land Use map is included as Figure 4.1-I. Approximately 20 acres are proposed to be changed from residential to commercial use. The largest parcel within this total is an 11.5 acre trailer park located on the westerly side of Wilcox south of Gage. This property is currently designated residential multifamily. The remaining parcels are scattered throughout the City. The proposed designated uses by acreage on a citywide basis are summarized in Table 4.1-I below.

TABLE 4.1-I
GENERAL PLAN DESIGNATIONS BY AREA

<u>Land Use Designation</u>	<u>Net Area (Acres)</u>	<u>% of Net Area</u>
Residential		
Low Density	64.7	3.60
Medium Density	529.9	29.50
Commercial	151.1	8.41
Industrial	432.9	24.10
Open Space	7.3	.40
Institutional	10.2	.58
Streets/Alleys	288.8	16.08
Freeway (I-710) and L.A. River Channel	311.2	17.33
TOTAL ACRES	1,796.1	100.00

Source: Psomas and Associates, 1986



ZONING CLASSIFICATIONS

<u>Zone</u>	<u>Description</u>
R-1	Single-family Residential
R-2	Two-family Residential
R-3	Multi-family Residential
C-1	Light Commercial
C-2	General Commercial
C-3	Heavy Commercial
C-3R*	Commercial/Residential
C-M	Commercial Manufacturing
M	Manufacturing
T	Transitional

According to the zoning ordinance currently in effect, any property which is not zoned shall be deemed to be zoned R-1.

- * The C-3R zone allows the development of commercial or residential with commercial. Commercial uses are considered as the principal and preferred land use. Construction of or conversion to new residential uses are subject to approval by Conditional Use Permit (CUP).

DISCUSSION OF FLOODING POTENTIAL

There is no potential for inundation associated with dam failure. The City of Bell is not located in the inundation area of Whittier Narrows Dam; however, it is one of the cities designated to provide mutual aid in the event of an emergency evacuation.

The Federal Flood Insurance Program has not identified any properties in the City of Bell as being subject to flood hazard. The City is designated within Zone C of the Federal Flood Insurance Program; Zone C has the lowest flooding potential of the three designated zones.

Liquefaction is not a significant hazard because the ground water table is generally at depths below 100 feet. There are a few exceptions where perched water tables may be a few feet below the alluvial deposit level.

The City's Safety Element (Section 5.2 of the General Plan) discusses the flooding potential in further detail.

Findings/Facts

1. A comprehensive land use survey was conducted in the Fall of 1985 to verify current land uses and determine the condition of structures within the City.
2. The City's business district, which includes two neighborhood shopping centers, is generally configured as strip commercial

uses along both sides of Atlantic Avenue, Gage Avenue, and Florence Avenue.

3. Activity in the "Cheli Industrial Area" by the City of Bell Redevelopment Agency has resulted in the construction of new industrial uses.
4. The Federal Government owns a large portion of property in the "Cheli Industrial Area," some of which is currently underutilized or vacant. Due to the Federal ownership, the City has limited control or influence regarding the current use of these properties.
5. As a result of the survey discussed above, condition of structures in the "Central City" are as follows: good condition (sound) = 64%, fair condition (deteriorating) = 31%, and poor condition (dilapidated) = 5%.
6. The City operates a residential and commercial rehabilitation program in which a number of properties are currently undergoing improvement.
7. Opportunities are limited for new development of commercial and residential uses due to the proportionately small amount of vacant property designated for these uses; new development will occur primarily through recycling and redevelopment.
8. Existing circulation improvements, including right-of-way and on-site parking, in the business district are suboptimal for the type and volume of vehicles currently using these routes.
9. Gage and Florence Avenues include mixed-use commercial/residential uses permitted under the C-3R zone.

Conclusions

The following conclusions have been interpreted from the findings and facts stated above:

1. A functional relationship is desirable between the "Central City" and the "Industrial Area" in terms of land use planning, community character and allocation of financial resources.
2. Redevelopment and rehabilitation programs have been effective in improving the condition of structures and stimulating reinvestment.
3. More than one third of the developed properties in the City exhibit signs of deferred maintenance and are in need of more than minor repairs.

4. Due to the "built-out" condition of the City, limited opportunities exist for new development of vacant properties.
5. Due to the Federal ownership of vacant and underutilized properties in the "Industrial Area," the City has limited control over the current and future use of these properties.
6. Recycling and redevelopment represent the primary methods of accommodating new investment. In order to be economically feasible, recycling and redevelopment must either eliminate a costly liability or consolidate properties for development.
7. Reinvestment in the business district of the City is hampered by the incompatibility of land uses among industrial or heavy commercial traffic, general commercial uses, and mixed commercial/residential uses.
8. Substandard circulation facilities serving through-traffic and adjacent uses result in circulation inefficiencies.
9. The volume and character of traffic within the City impacts citizen safety.

4.1.3 NEEDS

Identification

The following needs are identified based on the findings and conclusions above:

1. Measures are needed to achieve compatibility among the land uses in the City's business district.
2. An assessment of circulation improvements needs to be conducted.
3. Residential and commercial rehabilitation activities need to continue in order to prevent further deterioration.
4. Incentives are needed to facilitate recycling and redevelopment of underutilized or substandard residential and commercial properties.

Recommendations

1. The City's Community Development Department may serve as a public information source regarding the City's land use objectives, policies, and programs.
2. Code enforcement programs serve as a method of repairing substandard structures or hastening the removal of structures which are economically infeasible to rehabilitate.
3. Residential density bonuses may serve as an incentive for lot consolidations and new construction.

4. Circulation improvements such as adequate rights-of-way, modified curb returns, left turn lanes with signalized cycles, landscaped medians, right turn deceleration lanes, and adequate on-site parking will enhance commercial properties in the City's business district.
5. Design review criteria is a step towards quality control of new development.
6. Amortization policies and restrictions to the expansion of non-conforming uses can demonstrate to new investors the City's interest in upgrading the community and protecting property values.
7. Continued use of the Conditional Use Permit for residential uses in the C-3R zone will minimize the uncertainty and stabilize land use trends in the City's business district.
8. Measures may be developed through land use or design standards to buffer incompatible land uses.
9. Redevelopment activities may provide incentives for new commercial and industrial development.

4.1.4 ISSUES, OPPORTUNITIES, AND CONSTRAINTS

Land use issues, opportunities and constraints are addressed below.

Issues

1. Residential and commercial land uses need to be revitalized.
2. Housing and employment opportunities should be increased.
3. Mixed general and retail commercial land uses are incompatible.
4. The lack of vacant land in the City severely restricts opportunities for new development.
5. New development and major rehabilitation activities are not subject to specific design review by the City, resulting in construction that may be inconsistent with City goals and desires.

Opportunities

1. City sponsored residential and commercial rehabilitation programs would upgrade structural conditions and site improvements.

2. Preparation of Specific Plans for larger development proposals will permit additional design and site plan review and neighborhood planning.
3. Creation of a Development Review Board would provide an opportunity for formalized review of development activities.
4. Density bonuses for projects providing housing and services for low and moderate income persons and senior citizens would increase housing opportunities.
5. Thorough analysis of zone change requests and conditional use permits would prevent further conditions of land use incompatibility.

Constraints

1. Funding for achieving land use improvements is limited.
2. Vacant land is scarce and opportunities for annexation of additional acreage do not exist.
3. Irregularly shaped lots restrict development.
4. Competition for attracting new development exists within the market area.

4.1.5 OBJECTIVES, POLICIES, AND PROGRAMS

Objectives

1. Provide for an orderly pattern for quality future development to achieve a complete and controlled balance of growth among land uses.
2. Provide for a variety of housing opportunities for all residents of the City of Bell.
3. Increase employment opportunities in the City.
4. Promote the location of a wide range of commercial activities to meet the needs of the local and regional marketplace.
5. Ensure a strong industrial and commercial tax base to finance public improvements and services.
6. Provide input on the design and site planning of development activities.

Policies

1. Ensure that development activities are consistent with the General Plan.
2. Promote economic stability through diversifying the commercial base and developing employment opportunities.
3. Prevent incompatibility among land uses for the health and safety of occupants and the protection of property values.
4. Encourage a high level of quality in construction and site design features.
5. Encourage quality residential development to achieve neighborhood stability.
6. Allow for a mix of residential land uses to accommodate a variety of housing types.
7. Upgrade and strengthen commercial and industrial uses through redevelopment.
8. Encourage the clustering of businesses with landscaping, shared parking, and other techniques that will improve the visual continuity and efficiency of the "strip commercial" business district along arterial roadways.
9. Provide incentives for consolidation of lots.
10. Expand public facilities to meet community needs and demands.
11. Continue and strengthen the use of rehabilitation to improve and stabilize existing and conforming residential and commercial uses.
12. Minimize the expansion of non-conforming uses.
13. Actively pursue, solicit, assist and approve development which will present a quality image and serve as a stable, economic asset.
14. Review zoning and development standards to ensure their adequacy for current needs.
15. Evaluate traffic and circulation needs to plan for future capital improvements.
16. Pursue opportunities to influence development decisions concerning Federally owned properties.

Programs

1. Implement the Redevelopment Plan.
2. Operate residential and commercial rehabilitation programs.
3. Administer zoning and building code enforcement programs.
4. Develop and administer public service programs to respond to community needs.
5. Establish a Design Review Board to advise in the preparation of design guidelines and implement a design review program.
6. Implement the General Plan through Specific Plans, where appropriate.
7. Amend the City's Zoning Ordinance to achieve compatibility with the General Plan.
8. Develop a long range capital improvement program to remove circulation and other infrastructure constraints.
9. Investigate the feasibility of parking districts as an incentive for commercial and industrial development.

4.1.6 INTERNAL CONSISTENCY

Housing Element

The Land Use Element is consistent with the Housing Element through the identification of land designated for residential use. This designation establishes the limits of density and growth for residential development. The Land Use Element also provides data regarding structural condition, vacant land and underutilized land consistent with the Housing Element.

Circulation Element

The Land Use Element designates the type and density of development within the City that must be accommodated by public facilities and services. It also includes programs provided as public service to the City.

Public Facilities/Services Element

The Land Use Element designates the type and density of development within the City that must be accommodated by public facilities and services. It also includes programs provided as a public service to the City.

Open Space/Conservation/Parks and Recreation Element

The Land Use Element designates the type and density of development within the City that must be accommodated by the parks and recreational facilities. It also designates the acreage within the City that shall be dedicated to open space.

Safety Element

The Land Use Element designates the type and density of development within the City that must be served by emergency response services. It also identifies incompatible land uses.

Noise Element

The Land Use Element designates the type and density of development within the City that may generate noise or be subject to adverse noise exposure levels. It also provides for buffering of noise sensitive land uses.



GENERAL PLAN 1986 HOUSING ELEMENT

*Prepared by: CASTANEDA & ASSOCIATES
Brea, California
September, 1986*

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4.2 HOUSING ELEMENT

4.2.1 INTRODUCTION

General Plan Legislation

Since 1967, a housing element has been required by State law as part of comprehensive general plans. During that time, several changes have been made regarding the scope and content of this element. The most recent and major amendments were enacted in January 1980 when the California legislature adopted specific guidelines for the preparation of community housing elements. The meaning ascribed to the Housing Element is best defined in Section 65583 of the Government Code, as follows:

"The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobilehomes, and shall make adequate provision for the existing and projected needs of all economic segments of the community."

Purpose and Function

The City of Bell Housing Element, which was last amended in September 1979, was prepared in accordance with the November 1977 guidelines established by the State Department of Housing and Community Development. That document must now be revised because AB 2853, which enacted in 1981 Article 10.6 of California's Planning and Zoning Law, redefines what must be included in a community housing element. Pursuant to the provisions of the new legislation, the Bell Housing Element must be revised to include the following considerations:

- **An assessment of housing needs**, including the condition of existing housing, the needs of current residents, and the demand for new housing.
- **An inventory of resources and constraints** which affect the City's and private sector's efforts to address housing needs.
- **A local housing plan** indicating Bell's goals, objectives and policies concerning existing and new housing and the needs of current residents.
- **An implementation program** stating what the City intends to accomplish in the area of housing during the next five years.

Relation to Other General Plan Elements

This element of the General Plan is concerned with how well the current and future housing supply meets the needs of Bell's residents. The element deals with five topics including the physical condition of housing; financial assistance needs of resident households; need for new housing construction; improving upon the City's role in housing; and achieving equal housing opportunity.

The Housing Element is most directly related to the Land Use Element which establishes the general pattern of existing and future development in Bell. Some of the policies and programs of the Land Use Element are directly related to three topics covered by the Housing Element — existing housing, new housing and governmental constraints. For example, the land use map indicates the neighborhoods that will be preserved at their present density. Therefore, the City's efforts to improve the physical condition of housing should be emphasized in these neighborhoods. With respect to new housing, the Land Use Element text and map identifies vacant and developed areas for residential land use. The range and diversity of housing opportunities is influenced by the Land Use Element which established various categories of residential land use. The development policies established for residential areas affect the City's capacity to address the need for new housing construction.

4.2.2 EXISTING CONDITIONS

This section presents the major research findings and conclusions regarding existing and new housing and identifies the needs of Bell residents. The primary data sources for preparing the Housing Element is the 1980 Census of Population and Housing (United States Department of Commerce) and data base prepared by the State Census Data Center which contains detailed cross-tabulations such as percent of income spent on housing for owners and renters.

Another information resource is the 1979 Housing Element and the 1985 Land Use Survey. The other major data source is the 1983 Regional Housing Allocation Model (RHAM) which was prepared by the Southern California Association of Governments. (SCAG) The RHAM source projects the demand for new housing construction in Bell.

The list below presents the significant findings and conclusions relating to existing and future housing conditions in Bell.

Findings/Facts

1. Currently, the City's housing supply consists of almost 9,400 dwelling units. About 42% of the supply is single-family, detached dwellings.
2. It is estimated that there are about 2,100 housing units with substandard conditions. The vast majority, 1,617 or 77%, of the dwellings with substandard conditions are rental units.
3. Housing assistance needs affect mainly the "very low" and "low" income renter populations. Based on the 25% cost of housing standard that is often used, there are 2,175 "very low" and 736 "low" income households with housing costs exceeding ability-to-pay. (Although the current standard is 30%, the cost to income ratios are based on the 1980 Federal Census when 25% was considered an accurate indicator of affordability.
4. Several types of special needs households are considered within the scope of this Housing Element. Included among these are the handicapped, elderly, large families, farmworker households, households headed by females, overcrowded households and families and persons in need of emergency shelter.
5. Between 1980 and 1985, the City of Bell's population increased from 25,450 to 27,100 for a net gain of 1,650 persons or 6.5%. The rate of population growth is on par with that of all of Los Angeles County and the nearby City of Bell Gardens but is lower than the population growth in the adjacent Cities of Maywood, Huntington Park, Cudahy and Commerce which has ranged from 7.5% to 13.5%
6. SCAG's projection of Bell's need for new construction is 303 units during the next five years; on an annual basis this is about 61 housing units. This annual rate of construction has not kept pace during the past five years as only 113 dwelling units were added to the supply.
7. The 5-year projected housing needs include 112 owner and 191 renter units.

8. Less than six acres of vacant land in City is specifically zoned for residential use. Vacant lots for single-family detached housing cost approximately \$20,000 - \$30,000 or \$2.78 to \$4.17 per square foot. Single family houses typically sell for between \$60,000 to \$100,000 per unit.
9. Construction costs include the materials and labor which are involved in the structure itself. In Bell, the average cost of construction for a wood-frame single-family unit ranges from \$42 to \$58 per square foot. The construction cost of a wood-frame apartment building ranges from \$38 to \$46 per square foot. (The source of these average construction cost figures is "Building Valuation Data" as of June 1985).

Conclusions

1. Most of the housing with substandard conditions can be improved. Only about 20% of the substandard stock is so severely deteriorated that it should be replaced. The majority, or 80%, of the substandard housing is suitable for rehabilitation, according to the estimates included in the last amended Housing Element.
2. According to the 1980 Census, there are 156 housing units which lack complete plumbing facilities. It is probably not economically feasible to rehabilitate units in this condition.
3. There are a large number of households with housing costs exceeding ability-to-pay (meaning spending more than 25% of their income on housing costs). There are insufficient resources at the local, State and Federal levels to reduce this number significantly.
4. According to the 1980 Federal Census the number of overcrowded households in Bell was 1,855 which equalled 21% of all the households. Although this figure is high compared to most other cities in Los Angeles County, the percentage is lower than that of other nearby cities, including Bell Gardens, Cudahy, Huntington Park, Maywood and Commerce.
5. Efforts to attract and encourage new development, primarily through recycling and revitalization, are necessary to meet new housing construction needs and provide a means for replacing or rehabilitating housing with substandard conditions.
6. Standards for dwelling unit sizes establish opportunities for a diverse housing mix. The standards range from 450 square feet for a bachelor unit in the R-3 zone to 800 square feet for a two bedroom unit in the R-3 zone. These standards establish a range and balance of home sizes.

4.2.3 NEEDS

Identification

The majority of the housing stock in Bell is in sound condition. About 22% of the housing stock has one or more substandard conditions. However, only about 400± dwelling units are in such deteriorated condition that they should be replaced by new construction. Most of the housing with substandard conditions are rental units. There are opportunities to increase housing quality among some of the older housing which has a 50% owner-occupancy rate.

Rental housing assistance needs are experienced by an estimated 2,900 households in the very low and low income categories. Some of these needs already are being addressed by the Section 8 program which is operated in the City by the Los Angeles County Housing Authority. As of June 1985, there were 235 families in Bell who are being assisted under the provisions of the Section 8 program.

In terms of new housing, SCAG has forecasted a need for 303 new housing units in Bell over the next five years. Most of this need is for rental housing, according to the figures furnished by SCAG. There are housing programs administered by the City to address the need for such new housing, however, the funding is limited to assistance for rehabilitation and bedroom additions, and not for new construction.

Recommendations

The City should continue code enforcement and housing rehabilitation programs to improve the condition of housing. A survey of the physical condition of housing has been completed to help direct efforts at promoting housing conservation and maintenance. Since there is a high level of residential remodeling, consideration could be given to official recognition and City support for volunteer efforts to improve residential neighborhoods. This recognition and support would be in addition to the current and recently adopted housing rehabilitation programs.

The housing assistance needs are substantial. The City should continue participation with the Los Angeles County Housing Authority in the implementation of the Section 8 rental assistance program. In addition, it may be possible to establish a volunteer seniors home sharing program which would reduce housing costs to these participants. Moreover, economic and job development is an important contribution to meeting housing needs. This was recognized in the previous Housing Element

which contained the following policy: "Encourage the development and expansion of job opportunities to increase the incomes of lower income households."

The City should develop ways and means to facilitate private residential development to include land assembly. This was also recognized in the previous Housing Element which suggested that the City assist private developers in identifying, aggregating and preparing land suitable for new housing developments. This may be accomplished through implementation of the City's recently adopted Redevelopment Plan Amendment.

4.2.4 ISSUES, OPPORTUNITIES AND CONSTRAINTS

This section describes housing issues, opportunities and constraints in the City of Bell. The discussion is based on existing conditions, the data found in the Technical Appendix and the legislative requirements which are spelled out in Article 10.6 of the Government Code.

Issues

1. Housing conditions in the City will improve only gradually unless more effort and attention is given to attracting new residential construction. The benefits of such new construction include enhancing housing opportunities and replacing substandard housing.
2. Meeting the full extent of housing assistance needs is impossible. Approaches to supplement the resources available from the Section 8 program should be devised which may include an economic development strategy.
3. New residential development will likely continue at a slow pace until the environment for construction is improved in terms of natural or artificial stimulation of the market forces.

Opportunities

1. The high ownership rate among the older housing stock presents significant opportunities for encouraging improvement of the existing housing stock.
2. Preparation of the consolidated General Plan offers opportunities to reinforce ways of encouraging new residential construction through both the Land Use Element and Zoning Code.
3. Resources are available to address housing improvement needs through the Housing and Community Development programs and housing rehabilitation funding from the City's redevelopment program.

Constraints

Because practically no vacant land which is residentially zoned or designated remains in the City, the vast majority of new home construction will occur as the land is recycled to higher density residential land uses. If this occurs there will be enough development to accommodate new construction needs.

Prevailing nongovernmental constraints include the cost of land, construction, and financing costs. The most significant constraint is the cost of financing mortgage loans. Although interest rates have declined, a larger decrease is needed before housing becomes affordable to the moderate and low income families living in Bell.

Regulatory controls and practices of the City have been reviewed to identify whether they act as constraints. Based on this review, there are no constraints posed by Bell on the development of new housing or the maintenance of existing housing. The City does have an active code enforcement program designed to improve existing living conditions, including the removal of illegal construction.

4.2.5 OBJECTIVES, POLICIES AND PROGRAMS

Objectives

By adoption of the 1986 Housing Element, the City of Bell has achieved the following objectives:

1. Compliance with Article 10.6 of the Government Code which prescribes the scope of the Housing Element.
2. Internal consistency with the other elements of the General Plan.
3. Identification of the relationship between the Land Use Element and the Housing Element.
4. Consolidation several of the housing actions and policies of the City into a single document.

In addition to the objectives stated above, the Housing Element also must state "quantified" objectives for the improvement of existing housing, construction of new housing and methods to meet the needs of existing residents. The statements listed on the following page reaffirm the objectives included in the previous Housing Element.

1. To achieve a level of housing maintenance that prevents any additional units from requiring major rehabilitation by the year 1990.
2. To rehabilitate or maintain in sound condition the existing housing stock by 1990 (including 7,000 homes preserved by routine maintenance and 1,700 homes saved by rehabilitation).
3. To remove 435 housing units which are or will be so deteriorated that they cannot be economically rehabilitated.
4. To increase the level of housing assistance to ensure to aid households estimated to need assistance by 1990.
5. To provide adequate affordable housing for all households needing assistance by the year 1990.
6. To construct 100 new housing units during the next five years to meet the needs of the population. (This rate of construction was achieved in the past five year period.)

Policies

The policies listed below are intended to meet the housing needs of the community. Policies have been adopted in the areas of existing housing, needs of current residents, new housing, removal of governmental constraints, and promotion of equal housing opportunity.

1. Encourage the maintenance of the existing sound housing stock.
2. Maintain housing in sound condition in neighborhoods that are safe, healthful and aesthetically pleasing.
3. Encourage the investment of both public and private resources to reverse neighborhood deterioration and prevent the unnecessary demolition of houses usable by lower income residents.
4. Continue participating in the Section 8 - Housing Assistance Payment program in cooperation with the Los Angeles County Housing Authority.
5. Encourage an adequate supply of dwelling units to meet the needs of all income groups.
6. Ensure that all persons with special housing needs, such as the elderly and handicapped, have an adequate choice of suitable dwelling units.

7. Minimize displacement in revitalization areas and provide for expeditious and equitable relocation services to the occupants of dilapidated housing units that must be removed.
8. Assist developers in identifying, aggregating and preparing land suitable for housing developments for medium and lower income families and individuals.
9. Use available Federal and State assistance programs in promoting an adequate supply of affordable housing. Support a consistent commitment by Federal and State governments to fund programs to meet medium and lower income housing needs.
10. Encourage the development and expansion of job opportunities for lower income households.
11. Promote design and construction of rental housing to accommodate large families.
12. Promote development of housing for the elderly and handicapped.
13. Encourage design of residential developments that will foster a secure living environment.
14. Maintain reasonable governmental costs which are consistent with the health and safety requirements of City residents, and with the need to protect significant environmental resources.
15. Continue to review and streamline administrative procedures for processing development permits and establish finite time limits for such approvals so as to minimize the time, costs and uncertainty associated with development.
16. Periodically review and update codes and standards to minimize their impact on development.
17. Ensure adequate housing and high quality community services for all persons regardless of income, age, race, sex, marital status, or ethnic background.

Programs

Specific actions to address unmet housing needs and achieve the quantified objectives are described in this section of the Housing Element. These programs are grouped into five categories including 1) conserving the condition of the existing housing stock; 2) providing adequate sites to achieve a variety and diversity of housing; 3) assisting in the development of affordable housing; 4) continuing the City's positive role in housing; and 5) promoting equal housing opportunity.

Under Article 10.6 of the State planning and zoning law, the housing program of a local housing element must include actions which:

"Conserve and improve the condition of the existing affordable housing stock."

This section of the law deals with two different but somewhat related needs: (1) improving the condition of housing (e.g., rehabilitating deteriorating housing), and (2) conserving the current supply of affordable housing (e.g., protecting the rental supply from conversion to condominiums). The current actions of the City which are directed at meeting these aims of the State law are described in the following paragraphs.

Enforcement of Housing Quality Standards

For several years the City has implemented a code enforcement program that involves both building and zoning code violations. This program is implemented by two methods: responding to complaints and monitoring conditions in the City's neighborhoods by field observations. On a continuing basis, there are drive-throughs to obtain information on physical conditions. The most common violations are generally zoning code violations involving rubbish accumulation and inoperable vehicles. Violations dealing with structural features are not as common as the zoning code violations.

On many of the City's residential lots there are second and even third units. There are also some illegal garage conversions. These types of violations are also revealed by complaints and field observations. When the violations are noted, the owners are required to eliminate the illegal activity and return the property to an conforming status.

Housing Rehabilitation Assistance

Programs to encourage housing rehabilitation and conservation are currently being implemented by the City. The programs that are described on the following page are funded through the City's participation in the County Community Development Block Program and by funding from the City's Community Redevelopment Agency. The programs are available on a citywide basis.

1. Housing Rehabilitation Grant Program -- Eligibility is restricted to low and moderate income homeowners with annual incomes at 50% and 80% of the median income for Los Angeles/Long Beach Standard Metropolitan Statistical Area (S.MSA). The units must be owner-occupied. The maximum grant is \$3,000 per unit and the funds must be used primarily for the elimination of health and safety problems.
2. Deferred Payment Loan Program -- This program is available to eligible seniors, permanently handicapped persons, and low/moderate income families. Assistance to low/moderate families is limited to alleviating overcrowding through construction of bedroom additions. The maximum loan amount is \$12,000. As the program title implies, no interest rate is charged during the life of the loan, and the loan amount is repayed when title but not vesting to the property changes.
3. Below Market Interest Rate Loan Program -- This program makes available to eligible recipients low interest loan funds. The funds are made available to low and moderate income homeowners and to landlords where 51% of the tenants are low and moderate income. The rehabilitation funds are in the form of 6% loans for homeowners and 8% loans for landlords. For landlords, there is a maximum loan of \$5,000 per unit up to \$25,000 and for homeowners the maximum loan is \$15,000. Availability is dependent upon annual program funding by the City.
4. Rebate Program -- The funds provided for rehabilitation are in the form of a rebate for expenses incurred in rehabilitating property. Eligible applicants receive a rebate between 50% and 75%.

This rebate program provides funds to low and moderate income families of owner-occupied units and property owners who rent to 51% of the tenants that are low and moderate income.

Protecting Existing Affordable Market Rate Housing

In order to maintain an adequate supply of affordable rental housing, the City intends to continue participation in the Section 8 Housing Assistance program. This program provides financial assistance to eligible low and moderate income households in existing, market rate housing. Currently there are 235 families in Bell who are being assisted under the provisions of the Section 8 program (as of June 3, 1985). The program is administered by the Housing Authority of the County of Los Angeles. At this time there is no information on whether the Authority will obtain additional funding from the Federal Government. However, in the past four years the annual funding increase has been on the order of 5% to 10%.

The scope of the study would include housing shared among two elderly households. This concept is one where, most commonly, a senior citizen homeowner shares his/her home with another elderly person. In this way the housing-related expenses of both seniors would be reduced. This strategy is one way of lowering the burden of housing costs among senior owner and renter households.

Housing Assistance Grants

This potential action is included in the housing program on the premise that some form of consumer-oriented housing assistance grant program will be enacted by the Federal government. That program would replace the Section 8 Existing Housing Program as it is presently implemented. The consumer-oriented approach would enable income-eligible persons to obtain an assistance grant and seek housing on their own. When enacted and available, the City of Bell or its Housing Authority could apply for an allocation of program funding. Administration of the program could be handled by the City or on a contract basis with the Los Angeles County Housing Authority.

Removing Governmental Constraints

Actions must be included in the Housing Program which will promote removing governmental constraints. The planning requirement is stated below:

"Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing."

For purposes of meeting State law and community housing needs, the City re-examines on a continuing basis the impacts it imposes on the maintenance, improvement and development of housing. The latest reassessment of governmental constraints has been prompted by the updating of the General Plan including the Land Use Element and Housing Element and zoning regulation amendments.

Actions to remove, reduce or eliminate the barriers created by governmental constraints can be grouped into two categories:

- Establishing Effective Land Use Controls and Development Standards
- Allocating Sufficient Land to Satisfy Housing Production Needs

Specific actions within these two categories are described in the Technical Appendix. The actions are derived from the revised 1986 Land Use Element.

Equal Housing Opportunity

Under present law, a local housing element must make adequate provision for the housing needs of all economic segments. One means of meeting this broad mandate is to promote local housing opportunity. Accordingly, actions in the Housing Program must be included which achieve the following:

"Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color."

The City, in cooperation with a Contract Non-Profit Fair Housing Agency, promotes equal housing opportunities. More specifically, the following State and Federal laws are enforced by the City through the Non-Profit Agency (provided through participation in the Urban County CDBG program.)

1. Fair Employment and Housing Act, Government Code Section 12900 -- Prohibits discrimination based on race, color, religion, national origin, ancestry, sex or marital status in all housing. Discrimination includes failure to rent/sell/show a property equally, making inquires or statements of preference about a group which is protected and unequal terms, conditions or privileges in occupancy or financing.
2. Unruh Civil Rights Act, Civil Code Sections 51 and 52 -- Guarantees the right of all persons to full and equal accommodations, advantages, facilities, privileges or services in all businesses of every kind whatsoever, regardless of sex, race, color, religion, ancestry, national origin or other arbitrary basis, including families with children.
3. Ralph Civil Rights Act, Civil Code Section 51.7 -- Provides that all persons have the right to be free from violence, or intimidation by threat of violence, committed against their persons or property because of their race, color, religion, ancestry, national origin, political affiliation, sex, or position in a labor dispute.
4. Civil Code Section 54 -- Guarantees the rights of blind or visually handicapped, deaf or otherwise physically handicapped persons to full and equal access to all housing accommodations. The right of a blind or deaf person to be accompanied by a guide dog or signal is also guaranteed.

5. Health and Safety Code 19901 -- Elderly persons (over 60) may not be barred from keeping pets by any public agency providing housing; this does not apply to privately owned housing Section 8 units. The number of pets is limited to two, but includes dogs, cats, birds and aquarium, etc.
6. Civil Rights Act of 1968, Fair Housing Section, 42 U.S. Code, Sections 3601-3619 -- This law prohibits discrimination on the sale or rental of residential property containing five units or more; buildings with four units or less if the owner does not live in the building; one-family houses sold or rented by the owner of more than three such houses; and all residential sales or rentals involving the services of a real estate broker, agent or sales person, mortgage or lending institution. This law also prohibits "blockbusting" and "steering".
7. Civil Rights Act of 1966, U.S. Code Section 1982 -- The United States Supreme Court has determined that this law prohibits any racial discrimination in **ANY** kind of housing, regardless of whether the housing is covered under any other law.

4.2.6 INTERNAL CONSISTENCY

Land Use Element

The Land Use Element designates the amount of land planned for residential land uses of various densities. This land use allocation directly relates to the identification of suitable housing sites and the potential holding capacity for addressing new housing needs.

Safety Element.

This element identifies areas that are not suitable for residential land use due to hazardous conditions.

4.2.7 CITIZEN PARTICIPATION

The City's efforts to achieve participation of all economic segments of the community in the development of the Housing Element included the public hearings before the Planning Commission and City Council. Input on the subjects discussed in the draft Housing Element was obtained from the following agencies: Park and Recreation Commission, Traffic and Beautification Commission, Redevelopment Agency and the Redevelopment Project Area Committee (PAC). Advertisements and public notices were used as means of informing the public of meetings and reports.



GENERAL PLAN 1986 CIRCULATION ELEMENT

*Prepared by: EARTH-TECH Environmental
Planning Services
and
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August, 1986*

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4.3 CIRCULATION ELEMENT

4.3.1 INTRODUCTION

General Plan Legislation

The Planning and Zoning requirements applicable to the preparation and implementation of the Circulation Element of the General Plan are set forth in Article 5, Section 65302 (b) of the California Government Code.

Section 65302 (b) states that the general plan shall consist of "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

Purpose and Function

The basic purpose of the Circulation Element is to identify the transportation network within the City of Bell and its access to the regional area. The Circulation Element presents the objectives, policies, and programs necessary to maintain, improve, and expand facilities for the movement of persons and goods.

The Circulation Element functions as a guideline for local and regional transportation planning. The adopted objectives, policies, and programs are intended to correct existing problems of circulation and accommodate transportation needs of the land uses provided by the Land Use Element (Section 4.1).

Relation to Other General Plan Elements

The Circulation Element must be consistent with each of the other General Plan Elements. The Land Use Element establishes long-term land use patterns. Heavy transportation of goods and persons should be discouraged through residential areas to limit adverse exposure to noise and safety hazards. The Circulation Element should also provide for the safe movement of traffic through and within the City; these provisions include standards for circulation routes and appropriate controls which correspond to designated land uses. The type of circulation to be accommodated determines the need for public facilities such as street lighting, signage, drainage, and maintenance of the public right-of-way. Additional discussion on these items is provided in the Public Facilities Element (Section 4.4) of the General Plan.

EXISITNG CONDITIONS

The existing circulation system serving the City is illustrated on Figure 4.3-I (Regional Access) and Figure 4.3-II (Local Circulation System). Regional access is provided to the City by air, rail, bus, and a roadway system including interstate freeways, state highways, arterials, collectors, and local streets.

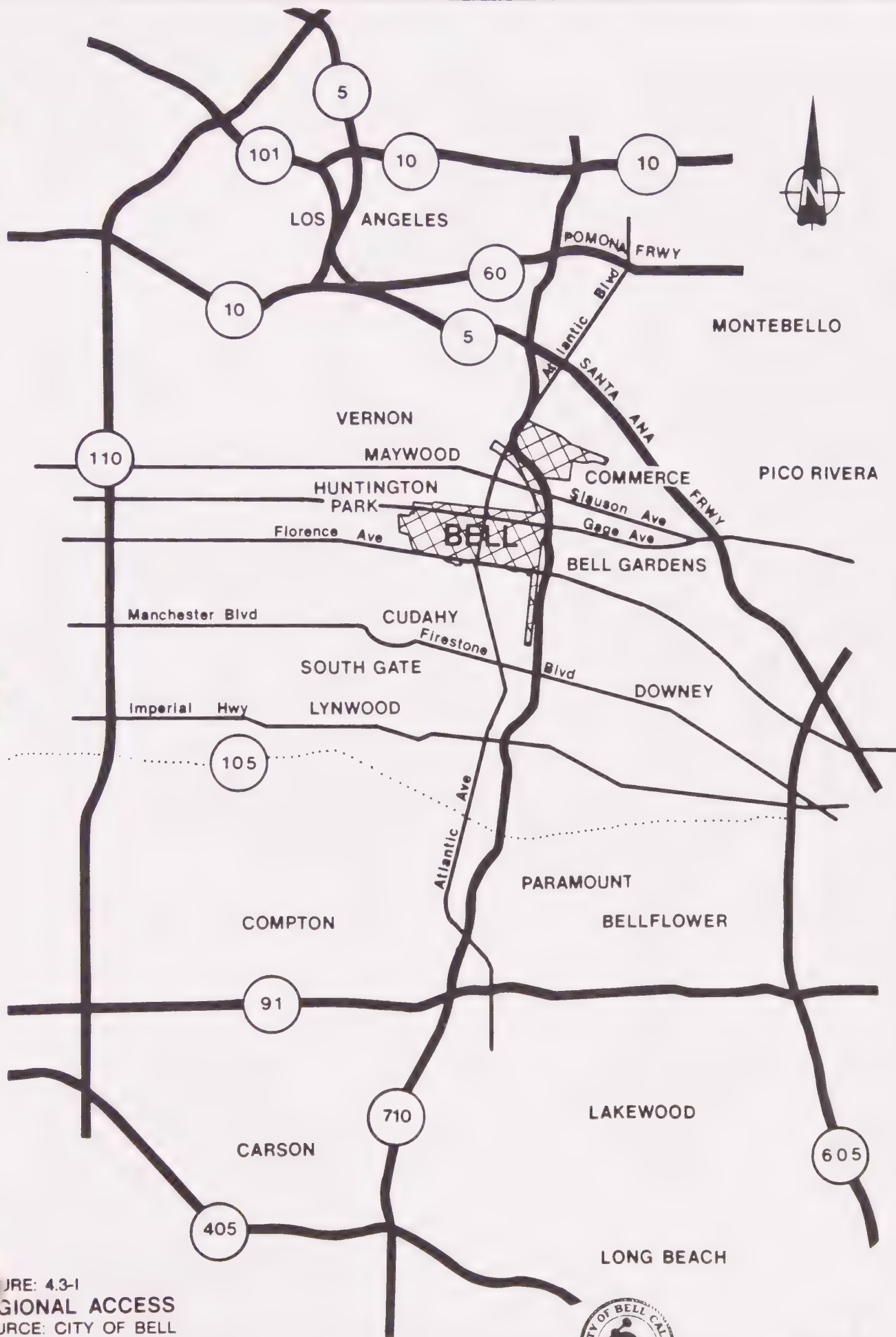


FIGURE 4.3-1
REGIONAL ACCESS
SOURCE: CITY OF BELL



City of BELL

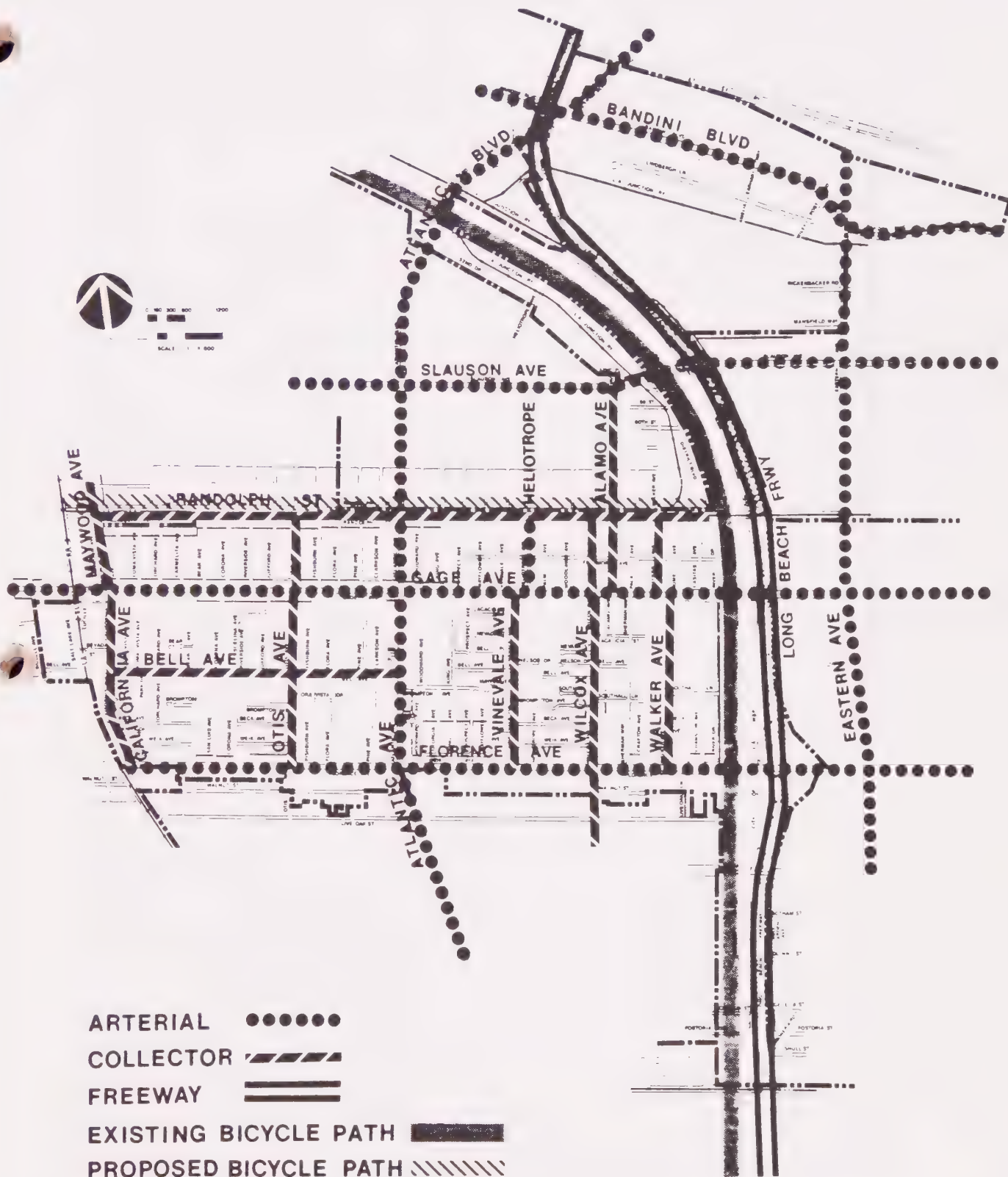


FIGURE: 4.3-II
 CIRCULATION SYSTEM
 SOURCE: CITY OF BELL



City of BELL

The regional transportation network is summarized in Table 4.3-I below:

TABLE 4.3-I

REGIONAL TRANSPORTATION NETWORK

<u>Transportation Mode</u>	<u>Access</u>
<u>Airports</u>	
Los Angeles International	International
Long Beach	National
<u>Railroads</u>	
Southern Pacific	National
Atchison, Topeka & Santa Fe	National
Union Pacific	National
Amtrak	National
<u>Bus</u>	
Greyhound	National
Gray Line	National
Southern California Rapid Transit	Regional
<u>Freeway</u>	
Interstate 710	National
Interstate 5	National
Interstate 10	National
State Route 60	Regional
<u>State Highway</u>	
State Route 42 (Firestone/Manchester Boulevard)	Regional

ROADWAY CLASSIFICATIONS

The Circulation Element of the General Plan proposes four roadway classifications as defined below:

CLASSIFICATION	DESCRIPTION										
Freeway	<p>This is the largest of the street and highway type. Because of their size, traffic capacity, and traffic speed, access is provided only at intersections with major arterials. Freeways are grade separated at intersections with other streets. Direct access is not permitted from any adjacent properties.</p>										
Arterials	<p>These are the primary roadways of the City. They carry large volumes of traffic, including trucks. Arterials are intended to move traffic and not to provide access to residential properties. However, at approved locations, access to adjacent residential properties may be permitted.</p> <table><tr><td>Moving lanes:</td><td>4 - 6</td></tr><tr><td>Parking lanes:</td><td>0 - 2</td></tr><tr><td>Daily traffic volume:</td><td>10,000 or greater</td></tr><tr><td>Right-of-way:</td><td>80 ft. - 127 ft.</td></tr><tr><td>Roadbed:</td><td>60 ft. - 80 ft.</td></tr></table>	Moving lanes:	4 - 6	Parking lanes:	0 - 2	Daily traffic volume:	10,000 or greater	Right-of-way:	80 ft. - 127 ft.	Roadbed:	60 ft. - 80 ft.
Moving lanes:	4 - 6										
Parking lanes:	0 - 2										
Daily traffic volume:	10,000 or greater										
Right-of-way:	80 ft. - 127 ft.										
Roadbed:	60 ft. - 80 ft.										
Collectors	<p>Collector streets are arranged and designed to collect the local traffic and carry it to the arterials with the least possible impediments and with the least possible adverse effects on adjacent land uses. These streets serve to primarily channel residential traffic into and out of residential neighborhoods.</p> <table><tr><td>Moving lanes:</td><td>2</td></tr><tr><td>Parking lanes:</td><td>0 - 2</td></tr><tr><td>Daily traffic volume:</td><td>less than 10,000</td></tr><tr><td>Right-of-way:</td><td>50 ft. - 60 ft.</td></tr><tr><td>Roadbed:</td><td>36 ft. - 40 ft.</td></tr></table>	Moving lanes:	2	Parking lanes:	0 - 2	Daily traffic volume:	less than 10,000	Right-of-way:	50 ft. - 60 ft.	Roadbed:	36 ft. - 40 ft.
Moving lanes:	2										
Parking lanes:	0 - 2										
Daily traffic volume:	less than 10,000										
Right-of-way:	50 ft. - 60 ft.										
Roadbed:	36 ft. - 40 ft.										
Local:	<p>These are the smallest classification of streets in the City. The primary purpose of local streets is to provide access to the abutting properties. These streets by intent and design will not accommodate heavy traffic. Buses and heavy truck traffic should be excluded from collector and local streets.</p> <table><tr><td>Moving lanes:</td><td>2</td></tr><tr><td>Daily traffic volume:</td><td>less than 2,000</td></tr><tr><td>Preferred right-of-way:</td><td>50 ft. - 60 ft.</td></tr><tr><td>Minimum roadbed:</td><td>36 ft. minimum</td></tr></table>	Moving lanes:	2	Daily traffic volume:	less than 2,000	Preferred right-of-way:	50 ft. - 60 ft.	Minimum roadbed:	36 ft. minimum		
Moving lanes:	2										
Daily traffic volume:	less than 2,000										
Preferred right-of-way:	50 ft. - 60 ft.										
Minimum roadbed:	36 ft. minimum										

An inventory and classification of the City's circulation system is presented in Table 4.3-II below:

TABLE 4.3-II
CITY OF BELL ROADWAY CLASSIFICATION

<u>Classification</u>	<u>Roadway</u>	<u>Direction</u>
Freeway	Interstate 710	north-south
Arterial	Atlantic Avenue/ Boulevard	north-south
	Eastern Avenue	north-south
	Bandini Bouelvard	east-west
	Slauson Avenue	east-west
	Gage Avenue	east-west
	Florence Avenue	east-west
Collector	Maywood/California Avenue	north-south
	Otis Avenue	north-south
	Vinevale Avenue	north-south
	Florence to Gage	
	Heliotrope Avenue	north-south
	Gage to Randolph	
	Wilcox Avenue	north-south
	Alamo Avenue	north-south
	Walker Street/Avenue	north-south
	Randolph Avenue	east-west
	Bell Avenue	east-west
Local	All other roadways not listed above.	

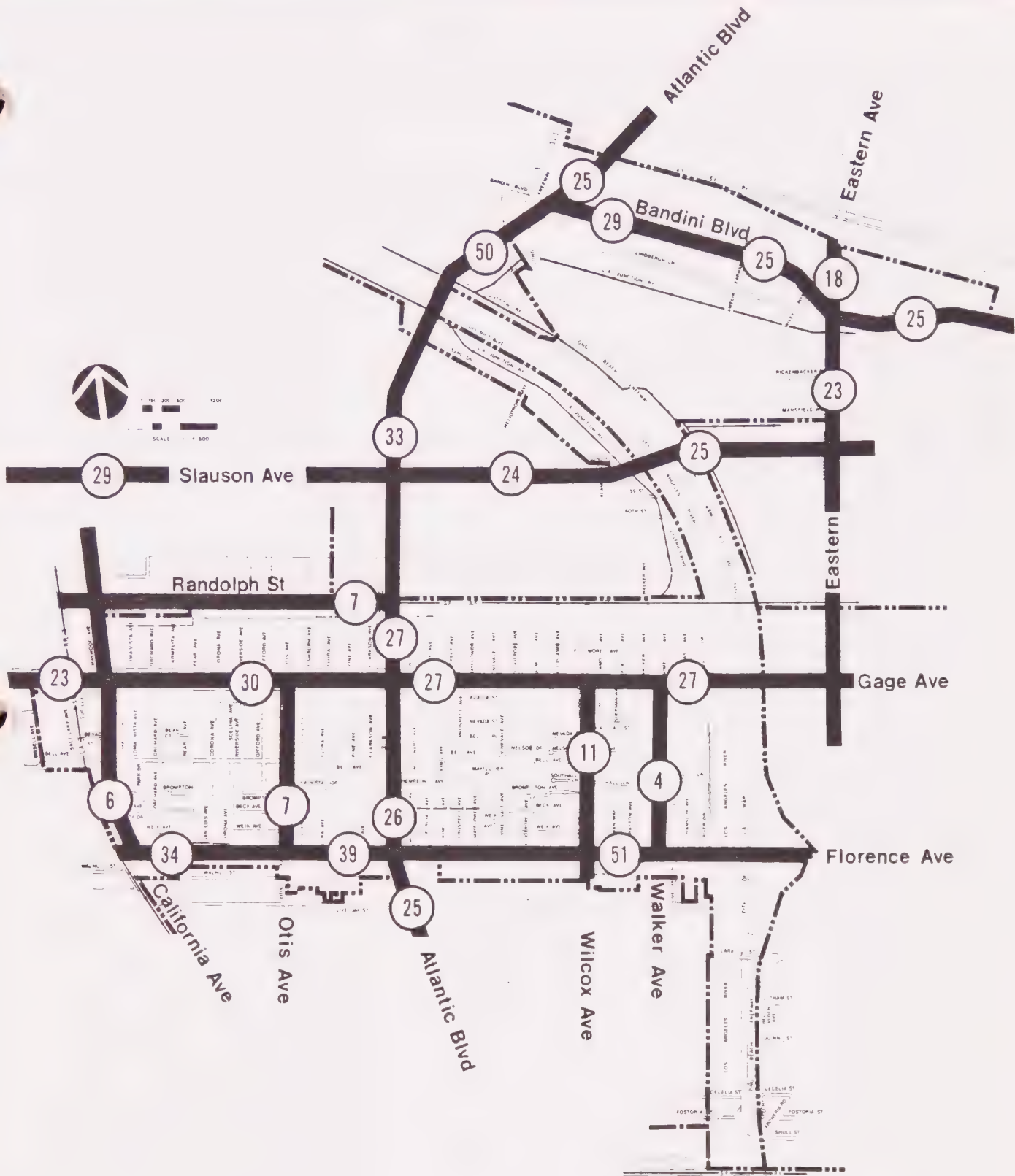
Figure 4.3-III illustrates the Average Daily Trip (ADT) volumes along the major roadways. The ADT indicates the volume of the vehicular movements along a given segment of roadway. Trucks traffic is a significant factor in the ADTs. Table 4.3-III indicates the level of service (LOS) rating for each of the roadways. The LOS rating is a measure of the operating efficiency of intersections; LOS is classified as LOS A through E. A description of the traffic circulation measurements and standards is included in Table 4.3-IV.

TABLE 4.3-III
LEVEL OF SERVICE FOR CITYWIDE INTERSECTIONS

LOCATION	VOL/CAP RATIO*	LEVEL OF SERVICE
Florence @ Atlantic	0.79	C
Florence @ Bear	0.52	A
Florence @ California		B
Florence @ Salt Lake (Huntington Park)	0.68	B
Florence @ Otis	0.79	C
Florence @ Vinevale	0.63	B
Florence @ Walker	0.85	D
Florence @ Wilcox	0.83	D
Atlantic @ Bandini	0.86	D
Atlantic @ Bell	0.55	A
Atlantic @ Gage	0.74	C
Atlantic @ Slauson	0.74	C
Atlantic @ S. Randolph	0.71	C
Gage @ California/Maywood	0.53	A
Gage @ Gifford	0.60	A
Gage @ Otis	0.59	A
Gage @ Walker	0.61	B
Gage @ Wilcox	0.99	E
Bandini @ Eastern	0.67	B

*p.m. peak hour

Source: Austin-Foust Associates, 1986



TRAFFIC COUNT 1986 ADT FLOW MAP

FIGURE: 4.3-III
AVERAGE DAILY TRIPS
SOURCE: CITY OF BELL



City of BELL

TABLE 4.3-IV

LEVEL OF SERVICE DEFINITIONS

Level A, free flow: No traffic signal phase is fully utilized by traffic, and no vehicles wait longer than one red phase.

Level B, stable flow: An occasional signal phase is fully utilized, and a substantial number of phases are approaching full use.

Level C, stable flow: Occasionally, drivers may have to wait through more than one signal cycle; most drivers feel somewhat restricted, but no exceptionally so.

Level D, approaching unstable flow: Approaching vehicles may be substantially delayed during short periods within the peak period, but enough signal cycles occur with lower demand to permit periodic clearance of developing queues, thus preventing excessive queues.

Level E, unstable flow (capacity): There may be long queues* of vehicles, and delays may be great.

Level F, forced flow: Congestion on the cross street or downstream intersections restricts or prevents the movement of traffic at the intersection.

* queue -- a line of vehicles waiting in order to execute traffic movements.

BICYCLES

Bicycles serve both transportation and recreational functions. The State Planning and Design Criteria for Bikeways identifies three classes of bikeways.

Class I: (Bike path or trail) provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with minimal cross flows by motor vehicles.

Class II: (Bike lane) provides a restricted right-of-way for exclusive or semi-exclusive use of bicycles (including mopeds) but prohibits other motor vehicles and pedestrians; parking and cross flow by motorists and pedestrians is permitted.

Class III: (Bike route) provides right-of-way designated by signage or permanent markings; pedestrians and motorists are permitted.

A Class I bike trail exists within the City; this trail is part of the County Regional System along the Los Angeles River Channel. This trail and a proposed subregional bike path along the Southern Pacific railroad right-of-way (Randolph Street) are shown on Figure 4.3-II.

Bicycles as a transportation mode are a viable alternative to motor vehicles since they do not contribute to problems associated with smog and traffic. They also fill a transportation need for non-drivers such as youth and those unable to afford an automobile.

The State has outlined eight requirements of a Bikeway Plan; a plan would be necessary for pursuing bikeway funding. However, existing narrow rights-of-way and high volume truck traffic severely limit the City's ability to accommodate standard bike lanes and routes. Bikeway funding is often pursued by the County or other cooperative government ventures. Immediate measures to promote bicycles as a transportation alternative may include bicycle and pedestrian safety programs. A more effective long-term strategy is to continue with roadway improvements to achieve separation of vehicles and pedestrians, right-of-way acquisition, and traffic control improvements. Consideration to bikeways should be given during the planning and construction of roadway improvements.

Findings/Facts

The following findings or facts may be interpreted from this data:

1. The freeway, arterials, and collectors in the City serve as regional commuter and transport routes.
2. Truck traffic represents a significant percentage of the ADT volume along Atlantic Avenue/Boulevard, Bandini Boulevard, and Eastern Avenue.
3. According to the standards provided in Table 4.3-IV, four intersections are operating at an LOS worse than "C".
4. At grade railroad crossings, especially those without gates, create traffic and safety problems.
5. At grade railroad crossings are substandard.
6. Many north-south collector and local roadways are not aligned at Gage Avenue which restricts through traffic and turning movements.
7. During peak periods, narrow bridges over the Los Angeles River channel at Florence Avenue results in the back up of traffic, thereby restricting turning movements onto local and collector streets.
8. Public improvements and traffic controls along Atlantic Avenue between Gage Avenue and Florence Avenue include a raised median and permitted U-turns.
9. Through traffic is impeded by permitted U-turns and left turns from through traffic lanes along Atlantic Avenue between Randolph Street and Florence Avenue.
10. The City includes numerous narrow local streets which restrict two-way traffic; this problem is exacerbated by on-street parking.
11. A Class I bicycle trail is provided along the Los Angeles River Channel; there are no dedicated bicycle lanes along roadways in the City.
12. The Southern California Rapid Transit District operates a number of bus lines in and around the City.
13. The City maintains records of traffic accidents on an annual basis which are available for review at the Community Development Department.
14. The physical condition of the public right-of-way within the City varies from fair to excellent; improvements in a majority of the right-of-way are good condition. However, various streets in the City suffer from deferred maintenance.

15. Railroad operations within the City are expected to increase significantly during the next few years as a result of the new container transfer facility scheduled to open near the Port of Los Angeles in San Pedro. It is anticipated that rail movements may triple.
16. The City provides a dial-a-ride service. A recent demand survey indicates a need to increase the level of service.
17. Peak hour congestion decreases the LOS rating of all signalized intersections along Florence Avenue and at the Atlantic Boulevard/Bandini Boulevard intersections.
18. Lack of traffic signal synchronization along Gage Avenue, Florence Avenue, and Atlantic Avenue/Boulevard restricts traffic flow.
19. The Los Angeles County Transportation Commission has proposed a commuter rail line between Los Angeles and Long Beach which would have stations at Florence and Gage Avenues, west of the City limits.
20. The City has established load bearing capacities for adopted truck routes (Section 3232 of the Municipal Code "Truck Routes").
21. The City has adopted truck routes which prohibit the transport of hazardous materials through residential neighborhoods.

Conclusions

The following conclusions have been drawn from the findings and facts discussed above:

1. The transportation network in the City of Bell provides full service to local, regional, and national destinations.
2. The local circulation system is fully developed; no new roads are anticipated.
3. Several roadway segments, intersections, and freeway interchanges experience congestion.
4. At-grade railroad crossing are a potential safety hazard.
5. At-grade railroad crossings are an impediment to traffic.
6. Truck volumes are significant in the City.
7. North-south through traffic along collectors is restricted by off-set or "dog-leg" intersections.

8. Traffic accident data indicates that most incidents occur along Atlantic Avenue, Florence Avenue, and Gage Avenue. The factors contributing to increased accidents include roadway design, higher traffic volumes, and inadequate traffic controls.
9. In some areas of the City, the condition of pavement, curbs, gutters, and sidewalks is deficient.
10. Public transportation, including bus and dial-a-ride service, is available to City residents.
11. The volumes of traffic and lack of dedicated bike paths discourage bike ridership. In general, roadway rights-of-way are inadequate in width to meet standards for bike lanes.
12. The projected increase in railroad activity is significant.
13. Traffic signals along Florence Avenue, Gage Avenue, and Atlantic Avenue/Boulevard are not adequately synchronized.

4.3.3 NEEDS

Identification

1. The local circulation system needs to serve the traffic demand generated by both local and regional activity.
2. Roadway congestion needs to be minimized.
3. The arterial circulation system needs to accommodate all types of vehicular movements including trucks and heavy equipment.
4. Circulation patterns within the City should facilitate local trips and through traffic.
5. The design and condition of public improvements, including pavement, traffic signals, railroad crossings, curbs, gutters, and sidewalks, need to accommodate the current and projected traffic demand.
6. The existing narrow streets require a wider roadbed to safely accommodate two-way traffic and possible dedicated bikelanes.
7. Traffic signals are in need of synchronization.
8. Substandard curb returns need to be improved to allow greater turning radii.
9. Left-turn pockets need to be provided along Gage Avenue and Atlantic Avenue to separate turning movements from through traffic.
10. Dial-a-ride services need to be increased.

Recommendations

1. Access to the existing local, regional, and national transportation network should be maintained and improved.
2. Congestion along roadway segments, at intersections and at freeway interchanges should be reduced where possible through design improvements.
3. Where necessary, roadway design should be evaluated to insure adequate turning radii and roadway width for truck traffic.
4. Consideration should be given to realignment of intersections along Gage Avenue to improve through traffic.
5. The condition of deteriorated pavement, curb, gutters, and sidewalks should be improved where needed.
6. Where possible, bike lanes should be provided to encourage bike ridership.
7. Railroad crossing design and traffic controls should be evaluated according to the projected increase in railroad activity.
8. Grade separations would eliminate potential conflicts between trains and motor vehicles.
9. Traffic movement along narrow streets may be improved by the restriction of on-street parking and by the designation of one-way traffic flow.
10. Installation of left-turn lanes is recommended at most intersections along Gage Avenue.
11. Various signalized intersections are recommended for modifications and upgrading.
12. Access to Interstate 710 should be improved by the construction of on-ramps and off-ramps at Slauson Avenue and by improvement of the Atlantic Boulevard/Bandini Boulevard interchange.

4.3.4 ISSUES, OPPORTUNITIES, AND CONSTRAINTS

Issues

1. The circulation system must adequately accommodate existing and future development in the City.
2. Interstate 710, Atlantic Avenue/Boulevard, Florence Avenue, and Gage Avenue must provide regional commuter and trucking access.
3. Current traffic volumes cause congestion in certain areas.

4. Roadway design needs to be improved in certain areas.
5. Right-of-way improvements need to be constructed in certain areas.
6. Without grade separations, increased railroad operations through the City will further impede traffic at track crossing.
7. Improvement to the Atlantic/Bandini Boulevard interchange and construction of a new Slauson Avenue interchange at Interstate 710 are multi-jurisdictional issues.
8. Existing narrow rights-of-way and high volume truck traffic severely limit the City's ability to accommodate standard bikeways.

Opportunities

1. Preparation of traffic studies for new development proposals would determine potential impact upon the circulation system and provide input for design review.
2. Improvements to the Atlantic/Bandini Boulevard interchange with Interstate 710 would improve local and regional circulation.
3. Construction of a new interchange serving Slauson Avenue and Interstate 710 would improve local and regional circulation.
4. Reconstruction of the Atlantic Boulevard/Bandini Boulevard intersection would improve circulation and turning movements for truck traffic.
5. Reconstruction and upgrading of railroad crossings would improve circulation and traffic safety.
6. Realignment of intersections, left-turn pockets, and traffic signal improvements along Gage Avenue would improve through traffic movements.
7. Traffic and pedestrian safety would be enhanced by improving deteriorated pavement, curbs, gutters, and sidewalks and upgrading inadequate traffic signals.
8. Redesign of medians and traffic controls along Atlantic Avenue between Randolph Street and Florence Avenue would improve circulation and traffic safety.
9. Increased opportunities for use of public transportation would reduce the Average Daily Trips (ADTs). Public transportation opportunities include use of the local and regional bus systems, carpooling, staggered work hours for local business, and access to a commuter rail line as proposed by the Los Angeles County Transportation Commission.

10. Designation of dedicated bike lanes, where feasible, would encourage bike ridership in place of auto usage.
11. Assuming that adequate on-site parking is available, parking restrictions along both or one side of narrow streets could improve the traffic conditions.

Constraints

1. Funding is limited for completion of design, engineering, and construction of roadway improvements.
2. The local circulation system and public right-of-way is almost fully developed, thereby restricting construction of new roads.
3. The City cannot effectively reduce regional commuter or truck traffic given the established regional transportation patterns.
4. The potential for new development, redevelopment, and increased residential density in the City will increase traffic volumes.
5. Existing rights-of-way may not accommodate dedicated bike lanes.
6. The City is subject to railroad activities which are governed by State, rather than local, agencies.
7. Construction of improvements to the Atlantic/Bandini Boulevard interchange and construction of a new interchange at Slauson Avenue at Interstate 710 are multi-jurisdictional issues.
8. Existing narrow rights-of-way and high volume truck traffic severely limit the City's ability to accommodate standard bikeways.

4.3.5 OBJECTIVES, POLICIES, AND PROGRAMS

Objectives, policies, and programs to implement the circulation element are described below:

Objectives

1. Maintain and improve a circulation system that will accommodate existing and future transportation needs.
2. Provide adequate roadway design to accommodate truck traffic.
3. Reduce congestion at the Interstate 710 interchanges.
4. Provide an interchange for Slauson Avenue at Interstate 710.
5. Improve circulation at arterial roadway intersections.

6. Improve traffic safety in general.
7. Maintain and improve the public right-of-way.
8. Utilize design review of new development proposals to reduce potential impacts on circulation and traffic safety.
9. Recognize that bicycles are a reasonable mode of transportation and a viable alternative to motor vehicles.
10. Increase public transportation usage.
11. Prepare a five-year capital improvement plan, and develop a maintenance program according to a schedule.
12. Improve traffic safety through increased law enforcement.

Policies

1. Participate in regional transportation planning efforts.
2. Work with adjacent cities to improve areawide circulation.
3. Pursue the construction of a Slauson Avenue interchange at Interstate 710.
4. Initiate the design and engineering of roadway improvement projects.
5. Pursue State, Federal, and County funding sources for improving the circulation system.
6. Establish a Level of Service (LOS) "C" as the acceptable standard.
7. Require new development proposals to include design features which will mitigate any adverse impact upon the circulation system.
8. Monitor cumulative increases in traffic volume through periodic review of ADT levels and LOS ratings.
9. Encourage use of public transportation and other transportation systems management (TSM) measures.
10. Evaluate and improve traffic control signalization and signage.
11. Consider traffic and parking restriction along narrow streets.
12. Encourage bicycle ridership.
13. Consider the feasibility of including bikeways during the planning and construction stages of roadway improvements.

14. Promote the separation of pedestrian, bicycle, and motor vehicle traffic.
15. Encourage new developments to accommodate bicycles as a mode of transportation.
16. Consider the closure or abandonment of certain streets or rights-of-way to promote the separation of commercial and residential traffic and to remove existing hazardous circulation patterns.
17. Explore the feasibility of parking districts as an option to address parking needs.

Programs

1. Allocate local funding for circulation system improvements.
2. Pursue and utilize any available local, state, and/or Federal funding for circulation system improvements.
3. Participate in the County of Los Angeles Transportation Commission's signalization improvement plan.
4. Pursue measures for synchronization of traffic signals on arterials.
5. Pursue the construction of grade separations where vehicles and railroads have the potential for conflicts.
6. Support the construction of the commuter rail line proposed by the Los Angeles County Transportation Commission.
7. Adopt the Los Angeles County street construction standards as a guideline for roadway construction and repair.
8. Pursue development of a subregional bike path along the Southern Pacific right-of-way and Randolph Street; work with appropriate jurisdictions to accomplish its development and use.
9. Implement a bicycle and pedestrian safety program.
10. Investigate the feasibility of preparing a bikeway plan or pursuing cooperative ventures with other public agencies for bikeway funding.
11. Direct the Traffic and Beautification Commission to investigate and recommend possible intersection modifications, including possible street closures, which would reduce traffic impacts and improve safety.
12. Conduct an in-depth analysis of the use of parking districts as an incentive for commercial development.

13. Upgrade the City's street light system as needed to improve traffic safety conditions.

4.3.6 INTERNAL CONSISTENCY

Land Use Element

The Circulation Element must accommodate the type and density of development designated in the Land Use Element.

Housing Element

The Circulation Element must accommodate the density and location of residential development in the City.

Public Facilities Element

The Public Facilities Element is consistent through consideration of maintenance and improvement of the public right-of-way, including roadways, curbs, gutters, and sidewalks. The City's dial-a-ride service provides alternative transportation for the City's population.

Safety Element

The Circulation Element establishes a need to improve traffic safety. The Safety Element addresses potentially hazardous incidents along roadways.

Noise Element

The Circulation Element identifies the average daily traffic levels that contribute to noise exposure in the City. In general, increased traffic levels and railroad activity will result in increased noise levels, unless adequate buffering or insulation is provided.



GENERAL PLAN 1986

PUBLIC FACILITIES ELEMENT

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August, 1986*

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4.4 PUBLIC FACILITIES ELEMENT

4.4.1 INTRODUCTION

General Plan Legislation

The Public Facilities Element is not required by State law but is included in the General Plan for the City of Bell as an optional element under the provision of Section 65302 of the California Government Code.

Purpose and Function

The Public Facilities Element presents the public or quasi-public infrastructure systems and services provided in the City. It includes an inventory of existing facilities and services, identifies deficiencies, and establishes objectives, policies, and programs for improving the level of service.

The Public Facilities Element provides a comprehensive analysis of support services in the City; it allows an integrated approach to identification and management of the projected volume and usage capacity of these systems.

Relation to Other General Plan Elements

The Public Facilities Element relates to the Land Use, Housing, and Circulation elements of the General Plan. Public facilities establish the limits of growth that may be accommodated within the City. Adequate carrying capacity must be provided by the local and regional infrastructure, and public services must be provided to serve the City's human and physical resources.

4.4.2 EXISTING CONDITIONS

Public facilities and services addressed in this element include:

- all infrastructure (sewer, water, electricity, natural gas, roadways, communications, storm drains/flood control, streets light),
- the Civic Center and other municipal buildings,
- parks,
- services (police and fire protection, building safety, public facilities maintenance, and other services.)

Public service providers in the City include the City of Bell, County of Los Angeles, State of California, private water companies, and public utility companies.

Findings/Facts

1. Water service is provided to the City by five water purveyors; these are: 1)Southern California Water Company; 2)Maywood Mutual Water Company No. 3; 3)Tract 349 Mutual Water Company; 4)California Service Water Company; and 5)Tract 180 Mutual Water Company. Figure 4.4-I identifies water company boundaries serving the City.
2. Fire flow ratings were recently completed for selected hydrants within the City. The results indicated generally adequate conditions with the exception of specified locations serving commercially zoned property along Atlantic Avenue directly south of Randolph Street. Existing development is generally considered to be adequately served in terms of fire flow. However, if development is intensified, significant improvements must be made to the water system in certain areas.
3. Los Angeles County Sanitation Districts (LACSD) No. 1 and No.2 provide sewer service to the City. At this time, the system has the capacity to serve projected uses; the LACSDs do not anticipate the need to upgrade the system.
4. Wastewater collected by the LACSD No. 2 is treated at the Carson Joint Water Pollution Control Plant (CJWPCP) at 24501 South Figueroa Street in the City of Carson. The CJWPCP has a treatment capacity of 385 million gallons per day (MGPD). In June of 1985, the plant was treating approximately 363 MGPD; the available capacity is approximately 22 MGPD. There are currently no plans for expansion of this plant.
5. LACSD No. 2 operates and maintains three trunk lines in the City. All lateral lines in the City are part of the City of Bell Sewer System which is maintained by the City.
6. With certain exceptions, sewer mains operated by the City are experiencing no serious problems and are operating under their designed capacity. The lack of degreasers for restaurants, auto service facilities, laundromats, heavy commercial, and industrial uses significantly increases sewer maintenance requirements.
7. Sewer lines maintained by the City at various locations are in need of inspection and possible reconstruction.
8. Virtually all storm drains in the City are operated and maintained by the Los Angeles County Flood Control District (LACFCD). Two storm drains serving Bandini Boulevard east of Atlantic Boulevard and Walnut Street east of Wilcox Avenue are maintained by the City.
9. The storm drain along Walnut Street/Avenue currently serving the area bounded by South Hall Lane on the north, River Drive on the east, Florence Avenue on the south, and Walker Street/Avenue on the west needs reconstruction and expansion.

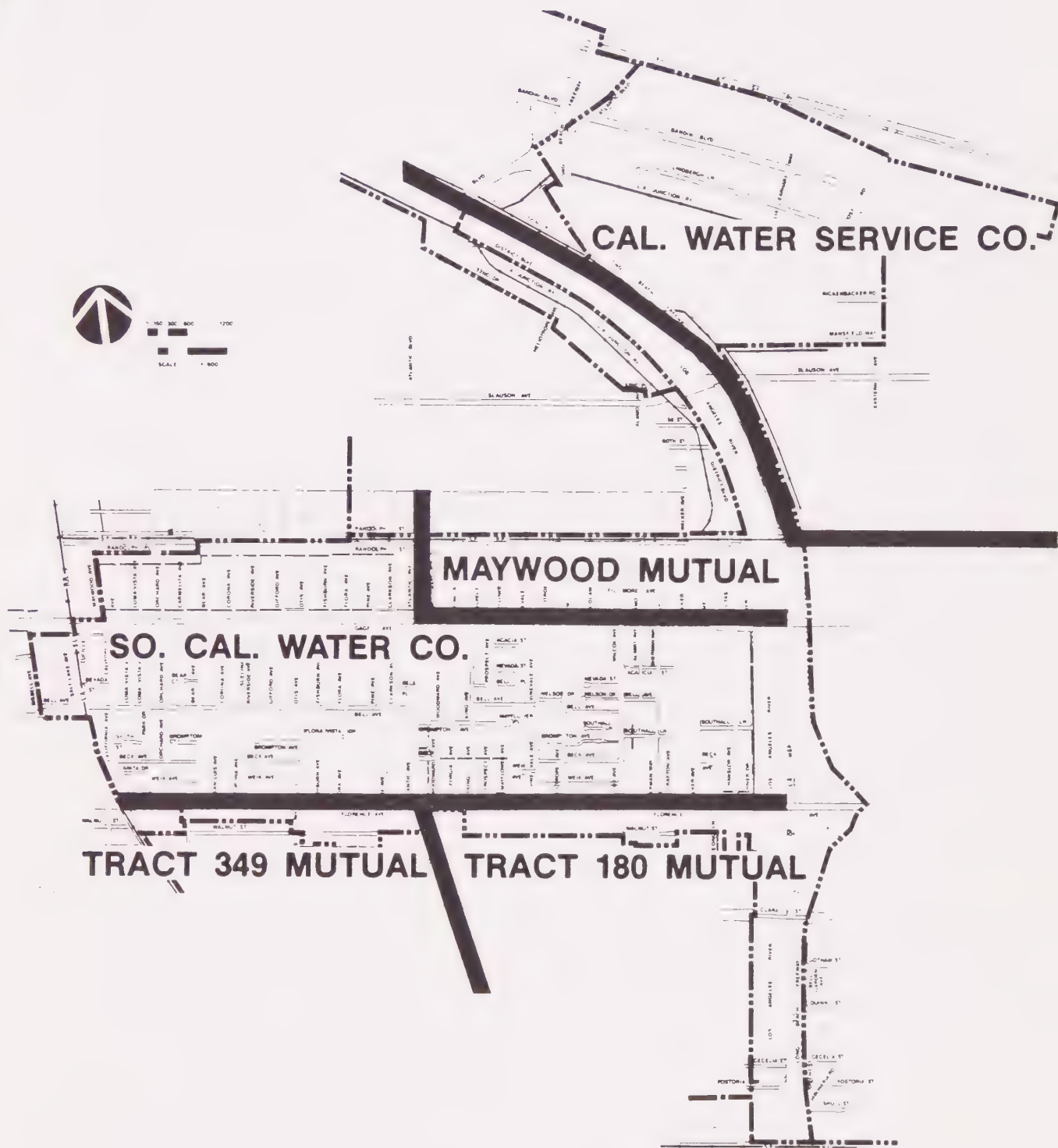


FIGURE 4.4-1
WATER PURVEYORS
 SOURCE: CITY OF BELL



City of BELL

10. The LACFCD in conjunction with the U.S. Army Corps of Engineers is currently preparing a Los Angeles River Deficiency Study. The preliminary report on this study indicates that the Los Angeles River Channel may not be able to contain 100 year flood waters. Existing Federal Flood Hazard Boundary Maps (FHBM) for the City are no longer valid, and preliminary FHBM maps based on the new information are currently being revised. Completion of these studies is scheduled for October, 1987. Additional data is provided in the Safety Element (Section 5.2) of the General Plan.
11. Natural gas service is provided by the Southern California Gas Company. (SCGC). Currently, the SCGC has adequate infrastructure and supply to serve demands generated by growth in the City. SCGC does not anticipate the need to construct new, major infrastructure to serve the City.
12. Electricity is provided to the City by the Southern California Edison Company (SCE). The SCE generally has adequate supply and infrastructure to serve the demands generated by the City; however, large industrial development would require further review by SCE. There is an existing underground utility district along Gage Avenue, and it is anticipated that eventual and systematic undergrounding will occur in other areas of the City.
13. Telephone service is provided by Pacific Telephone. There are no deficiencies in infrastructure or connection capabilities in the City.
14. Police protection and law enforcement services are provided by the City of Bell Police Department. The Bell Police Department also serves the City of Cudahy on a contract basis.
15. The Bell Police department has adequate capacity to serve the current and projected needs of the City.
16. The Los Angeles County Fire Department (LACFCD) provides fire protection services to the City. Primary service is provided by Fire Station 163, located at the Civic Center. The station is equipped with the following:
 - one triple combination pumper (1200 GPM);
 - one paramedic rescue;
 - one mobile aid rescue unit; and
 - one rescue engine.

Station 27 serving the "Cheli Industrial Area" is also operated by the LACFCD.

In instances of major fire emergencies, additional units respond from the following stations:

- Station 27, 5605 East Sheila Street, Commerce;
- Station 39, 5715 East Fry, Bell Gardens;
- Station 94, 4867 Southern Avenue, South Gate
- Station 164, 6302 South Santa Fe, Huntington Park; and
- Station 165, 3255 Saturn Avenue, Huntington Park.

17. There are no primary health care facilities in the City. Primary health care is provided by hospitals in the adjacent cities of Huntington Park, Bell Gardens, and South Gate. The following hospitals provide emergency services to the City's residents.

- General Emergency:
St Francis Hospital, Lynwood
Santa Marta Hospital, East Los Angeles
Downey Community Hospital, Downey
- Trauma:
USC Medical Center
Martin Luther King, Jr. Hospital

Emergency medical services (paramedics) are also available from the Los Angeles County fire stations located in the area. Additionally, numerous local and regional industrial clinics provide emergency and other out-patient medical care for persons employed in the area.

18. The Los Angeles Unified School District operates two elementary and one high school in the City. Increased enrollment has created overcrowded conditions at all of these schools. The "Cheli Industrial Area" is within the Montebello Unified School District; however, there are no residential households within that area. The City is also served by the Los Angeles Community College District.
19. Solid waste collection services are provided by private companies. The City administers contractual waste collection for certain residential properties. Residential properties of more than two units are responsible for individually contracting for waste collection. Refuse is transported to County sanitary landfills. The City participates in the Los Angeles County Solid Waste Management Program.
20. The City operates a maintenance yard located at the southwest corner of Gage Avenue and River Drive. City vehicles and equipment for minor road repairs and park/parkway maintenance are stored and maintained in the City yard.
21. The City currently operates a dial-a-ride program.

Conclusions

1. Water purveyors provide acceptable services for the existing level of development.
2. Because fire flows at specific locations are less than required for new development, reinvestment in these areas is severely impacted by a developer's inability to obtain insurance and construction loans.
3. The wastewater collection and treatment systems serving the City provide adequate service. Maintenance requirements are increased by grease generators that lack clarifying equipment.
4. The storm drainage system is deficient in a two-square block area in the southeastern portion of the City.
5. The Los Angeles River Channel may not be adequate to contain 100 year flood waters; however, the Corps of Engineers is in the process of investigating the issue.
6. Natural gas, electricity, and telephone services are adequate.
7. Police and fire protection services are adequate.
8. Residents of the City must travel to adjacent communities for trauma and primary health care.
9. The City is financially responsible for providing solid waste collection and disposal for certain owner occupied residences.
10. The City is responsible for maintaining vehicles, certain infrastructure, public rights-of-way, parks, and parkways.
11. Public Schools are overcrowded and operating on a year-round basis.

4.4.3 NEEDS

Identification

1. Fire flow at deficient hydrants needs to be upgraded.
2. Sewer deficiencies need to be eliminated.
3. The identified storm drain deficiencies need to be eliminated.
4. Flood control facilities need to be improved.
5. City maintenance yard facilities need to be upgraded.
6. Public educational facilities need to be expanded or enrollment redistributed.

Recommendations

1. Upgrade fire flow to minimum standards.
2. Restrict discharge of greasy effluent into sewers by requiring the installation of degreasers.
3. Upgrade deficient storm drainage facilities.
4. Pursue improvement to the Los Angeles River Channel by the Los Angeles County Flood Control District.
5. Prepare a capital improvement program to upgrade City maintenance yard facilities and infrastructure operated and maintained by the City.
6. Assist the Los Angeles Unified School District in alleviating overcrowded conditions to the extent possible.
7. Require undergrounding of utilities for all new development.

4.4.4 ISSUES, OPPORTUNITIES, AND CONSTRAINTS

Issues

1. Adequate water supplies and delivery systems must be maintained. The delivery systems must be improved as an incentive for new development.
2. Minimum fire flow must be provided to protect the public safety and allow for reinvestment.
3. The sewer system must be maintained in a state of repair to accommodate existing and projected development.
4. Adequate control of surface runoff must be provided by the storm drainage system.
5. Residents and property in the City must be protected from flood hazards.
6. Police and fire protection should be maintained to protect the public health and safety.
7. Solid waste collection service should be maintained at an efficient level.
8. Proper maintenance of the City's equipment, rights-of-way, infrastructure, and parks is a priority.

Opportunities

1. Monitor water purveyor data as it relates to the water supply and availability to serve the community. Encourage public/private cooperative improvement programs.
2. Require water companies to provide the City with pertinent data regarding usage rates of current development. In this way the City will have factual information for making decisions regarding new development.
3. Construct necessary fire flow improvements with the assistance of water purveyors and private developers.
4. Include and coordinate water conservation goals with County, District and local water agencies as required by Government Code Section 65302(d).
5. Prepare master deficiency studies for water, sewer, and drainage systems.
6. Require the installation of degreasers for businesses and operations generating greasy discharges.
7. Construct necessary improvements to the storm drain system.
8. Cooperate with the Los Angeles Unified School District in their attempts to improve educational facilities.
9. Prepare and implement a capital improvement program to upgrade City maintenance capabilities.
10. Review new development plans for adequate safety design related to police and fire protection services.
11. Encourage recycling of solid waste to reduce disposal needs.
12. Require off-site improvements to public facilities as a condition of approval for new development.

Constraints

1. Water systems are old and incapable of meeting future demand. The water facilities are under the control of other agencies.
2. Regional increases in development reduce the available capacity and level of service of storm drains, sewers, and flood control facilities.
3. Funding is limited for completion of public facility improvements.

4.4.5 OBJECTIVES, POLICIES, AND PROGRAMS

Objectives

1. Ensure the availability of adequate public services and facilities.
2. Upgrade public services and facilities to meet projected demand.
3. Recognize that recycling refuse is a viable method of managing solid waste.

Policies

1. Cooperate closely with agencies responsible for public services and facilities.
2. Review City services and facilities to ensure quality levels of service and cost effectiveness.
3. Ensure the provision of adequate public facilities through capital improvement and redevelopment programs.
4. Participate in regional planning efforts.
5. Promote recycling as a means of reducing solid waste.
6. Upgrade the City's street light system to state-of-the-art levels to improve traffic safety and promote energy conservation.

Programs

1. Pursue Federal and State sources of funding for infrastructure improvements.
2. Utilize tax increment financing for infrastructure improvements.
3. Support programs designed to improve regional sewers, storm drains and flood control facilities, and waste treatment and disposal.
4. Support programs designed to improve educational facilities and opportunities.
5. Support programs designed to utilize alternative energy sources to conserve limited resources.
6. Develop a capital improvement program to upgrade City facilities.

7. Establish benefit assessment districts to finance public improvements such as street light and off-street parking improvements.
8. Levy user fees to service recipients.
9. Require undergrounding of utilities for all new development.
10. Require off-site improvements as a condition of approval for new development.
11. Analyze and evaluate the existing street system throughout the City to identify areas in need of improvement.

4.4.6 INTERNAL CONSISTENCY

Land Use Element

The Public Facilities Element must provide for adequate services and facilities to support the type and density of development established by the Land Use Element.

Housing Element

The Public Facilities Element must provide for adequate services and facilities to support the density and location of residential development in the City.

Open Space/Conservation/Parks and Recreation Element

The Public Facilities Element must provide for the maintenance of the public right-of-way and parks within the City.

Safety Element

Public facilities must be provided and maintained in a manner which protects the public health and safety.

Noise Element

The construction and maintenance of public facilities must not expose sensitive land uses to adverse noise levels.



**GENERAL PLAN
1986
OPEN SPACE/CONSERVATION
AND PARKS-RECREATION
ELEMENT**

*Prepared by: CASTANEDA & ASSOCIATES
Brea, California
July, 1986*

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5.1 OPEN SPACE/CONSERVATION/PARKS AND RECREATION ELEMENT

5.1.1 INTRODUCTION

General Plan Legislation

Since 1970 two of the elements required of a general plan have been the Open Space Element and the Conservation Element. According to Section 65560(b) of the Government Code, "open space" is any parcel or area of land or water which is essentially unimproved and devoted to an open space use. "A conservation element," according to Section 65302(f) of the Government Code, is "for the conservation, development, and utilization of natural resources."

Assembly Bill No. 2038, which was approved in September 1984, enables communities to deal with issues of local concern or interest in the general plan as indicated by the following statement:

"The general plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the city." (Section 65303)

Under these provisions, optional elements may be prepared to suit community needs. Because of the City's interest in parks and recreation, a separate element has been prepared and combined with the two other elements of open space and conservation.

Purpose and Function

The purpose of the Open Space Element is to designate open space land for the following uses:

- Open space for the preservation of natural resources such as animal and plant life and ecological areas.
- Open space for the managed production of resources such as agricultural lands areas or major mineral deposits.
- Open space for outdoor recreation such as areas particularly suited for park and recreation purposes.
- Open space for public health and safety such as areas which require special management or regulation because of hazardous conditions including earthquake fault zones and unstable soil areas.

The purpose of the Conservation Element is defined below:

"A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

The function of a recreation element, according the State planning law, is to plan the location and proposed development of the areas and sites for facilities such as parks, playgrounds, parkways, community gardens and similar recreation facilities.

Relation to Other General Plan Elements

Open Space/Conservation/Parks-Recreation are combined into a single element because there is an overlap in terms of the data and issues which would be addressed if the elements were presented individually. For example, "natural resources" is a subject of interest to both the Open Space and Conservation Elements. In addition, "open space for outdoor recreation" incorporates the topics discussed in a parks and recreation element.

This combined element also is related to the Land Use Element. For instance, the land which is designated as open space by this element is also included in the "open space" category of the text and map of the Land Use Element. This includes "open space for outdoor recreation" and "open space for public health and safety."

5.1.2 EXISTING CONDITIONS

This section summarizes the major findings and conclusions concerning existing and future conditions having open space, conservation or recreational value. The findings and conclusions are based on information collected from the following sources:

City of Bell, Environmental Resources Element (1974).

State Office of Planning and Research, Planning for the Fun of It: How to Prepare A Recreation Element for a General Plan (July 1982).

City of Bell Parks and Recreation Department, Inventory of City Parks (June 1985).

Random surveys of park use conducted in July and August 1985.

Neighborhood surveys of park use conducted in August 1985.

Inventory of parks in the cities adjacent to Bell.

Findings

1. Bell is almost entirely covered with urban uses and the Los Angeles River is contained in a 500 foot wide concrete channel.
2. Commercially productive timber, water, mineral or agricultural resources are not located within the city limits.
3. Urbanization and the compact size of Bell precludes the presence of ecologically important natural areas containing significant plant or animal life.
4. Five water purveyors serve the City: the Southern California Water Company, the Maywood Mutual Water Company Number 3, Tract No. 180 Mutual Water Company, the Tract 349 Water Company and the Southern California Water Service Company.
5. The Los Angeles River traverses Bell in a north-south alignment. It is contained in a 500' foot wide concrete channel for a length of 16,200 feet and is under the jurisdiction of the Los Angeles Flood Control District. This is the only significant water body within the City of Bell. The stream of water within the channel is not suitable for recreational activities.
6. One building, the James George Bell Home, is listed on the National Register of Historic Places and is of historic interest to future generations of Bell residents.
7. Bell's existing park system is extensively utilized by residents and other persons residing in nearby cities.
8. Local parks in other nearby cities are used extensively by Bell residents.
9. The demand for ballfields by local residents exceeds the supply available in Bell.
10. Figures 5.1-I and 5.1-II contain information on the location of park and recreational resources accessible to Bell residents and the facilities available at the park and school facilities in the City.
11. There is a perceived need for an extended swimming program by community residents.
12. The City is nearing the construction phase for the 8,000 square foot Treder Park Community Center.
13. The regional park serving the community is Ford Park in the City of Bell Gardens.

Conclusions

1. Open space planning must be considered within an almost completely urbanized context.
2. Opportunities for additional large-scale open space areas are lacking due to the existing level of development in Bell.
3. The conservation of economically productive natural resources is not a consideration that requires attention in the General Plan.
4. No significant habitat areas remain because of the urbanized nature and compactness of the City.
5. Local wells supply better quality water than that which is imported through the Metropolitan Water District System.
6. The acquisition of additional parkland is unlikely because of high land costs and site unavailability.
7. The cooperative agreement with the City and the Los Angeles Unified School District is important in meeting the recreational needs of the community.
8. New ball/playfields must be developed and existing park facilities are in need of renovation.
9. The joint development of new school land with the Parks and Recreation Department could provide expanded recreation areas (turf).
10. The possibility of cooperative park agreements with adjacent cities should be explored.

5.1.3 NEEDS

Identification

This sub-section identifies the major needs relating to open space, conservation, parks and recreation. The needs identification included data from the 1980 Census and random visits of each park to ascertain extent of use and the household interviews to determine user participation rates. The data on the following page was supplemented by interviews with the Parks and Recreation Department.

1. There is a perceived need by residents for additional Little League fields and a swimming pool.
2. Additional facility space is needed to conduct programs for Bell's senior residents.
3. There is a need for a community center where Hispanic cultural programs could be held and craft programs could be conducted for young children.
4. The City needs additional multi-use play fields (soccer, softball, baseball) and a sports facility with a gymnasium and handball/racquetball courts.

Recommendations

1. Cities adjacent to the Los Angeles River should cooperate with State and Federal agencies in a mutual effort to eliminate sources of pollution.
2. The James George Bell home which is located at 6500 Lucille Avenue, should be preserved as much as possible in its natural architectural style. Historical restoration grants should be pursued in order to renovate the building and create a valuable community resource.
3. Develop a Master Plan of park restoration for all City Parks. Figure 5.1-III shows a conceptual renovation plan for Veterans Memorial Park.

5.1.4 ISSUES/OPPORTUNITIES/CONSTRAINTS

Issues, opportunities and constraints were identified on the basis of the background research, planning requirements and current goals and policies.

Issues

1. The opportunity to provide additional open space is limited.
2. There are no significant conservation issues affecting the City.
3. The City should find ways to increase youth programs. Because of the low and moderate income characteristics of the community, any increase in user fees could be an important factor.
4. The City should establish policies regarding park use, special events, lighting of facilities and security and fees.
5. The City should explore means to expand existing facilities or develop new facilities.

Opportunities

1. Utility rights-of-way and highway corridors present opportunities to provide visually attractive open space in an urbanized setting. Street trees and landscaped railroad right-of-ways are open spaces providing visual benefits.
2. Numerous opportunities exist for specific aesthetic improvements of the City's highways. Median and traffic island landscape beautification should be carried out whenever possible.
3. Private open space can be required as future residential development occurs in the City.
4. City sponsored and private landscaping beautification techniques can be extremely successful.
5. The City is exploring the concept of a "family plan" for recreation programs for low-income people with large families who often can not afford user fees.
6. The construction of an 8,000 square foot community center at Treder Park will help meet recreation needs. Figure 5.1-IV indicates the location of the Treder Park community center.

7. Expanding the awareness of City facilities and programs would increase participation by residents of certain neighborhoods. Figure 5.1-V shows the boundaries of the City's neighborhoods.
8. The Parks and Recreation Department should work with the School District to develop new facilities.
9. Consideration should be given to the development of a Master Plan of Park Renovation. Veterans Park should receive priority in the development of the Master Plan.
10. Goals for water conservation should be included and coordinated with County, District, and local water agencies as required by Government Code Section 65302(d).

Constraints

1. The existing level of development along the commercial corridors limits the amount of street landscaping that can be provided.
2. The sandy alluvial soils of Bell have a low organic content. The soil should be treated to improve organic content before use in landscaping projects.
3. User fees must be kept reasonable in order for park programs to be accessible to the community.

5.1.5 OBJECTIVES, POLICIES, AND PROGRAMS

Objectives

1. To achieve a sense of natural openness within urban environment of the City.
2. To provide healthful, educational and creative recreational programs.
3. To expand programs for Hispanics, youth and seniors.
4. To expand youth sports.

Policies

1. To recognize the social, economic and aesthetic benefits which accrue from the preservation of open space.
2. To provide a balanced range of recreational opportunities for all age levels within the community.
3. To maintain a high level of maintenance for all recreational facilities.

Programs

1. Street Tree and Landscaping Program — To achieve a "sense of natural openness," the City has instituted very successful programs involving street trees and landscaped railroad rights-of-way. This specialized street tree and landscaping exists along several city streets.

Street trees have been planted along Gage Avenue and Florence Avenue. In addition, Atlantic Avenue has a median with street trees and monument signs. The asphalt portion of the median will be planted with live materials in the future. There is a passive rest area with benches and a tree at the intersection of Otis and Gage Avenues. Moreover, the railroad right-of-way along Randolph Street has been planted with flowering bushes.

2. Signage Control Program — This program is under preparation and will be directed at major thoroughfares to improve scenic urban corridors. New standards will be developed to regulate the amount and types of signage permitted.
3. Commercial Rehabilitation — This program focuses on improving the aesthetic appeal of the built environment. Through block grant funded programs which provide grants and rebates, business owners are encouraged to complete facade improvements.
4. Zoning Code Revision — Revision of the Zoning Code will be completed in the near future for purposes of establishing a modern tool to implement the revised General Plan. The new and modern Zoning Code will be a primary way of guiding development to achieve the objectives of the General Plan, particularly the Land Use Element. The revision of the Zoning Code will provide an opportunity for a major contribution to meeting the City's open space, parks and recreation goals.

Because of the residential density of Bell and the scarcity of public open space, there is a continuing need to ensure that current and future citizens have enough access to private open space. The minimum standards for private useable open space are being revised for multi-family development.

5. Parks and Recreation Program — There is a need to continue the existing level of service of parks and recreation for current and future residents. The Recreation Division of the Parks and Recreation Department is charged with the responsibility of conducting a diversified public recreation activities program for persons of all ages. There are four additional actions which are beneficial to enhancing the services provided by the City. These actions are included in the following list:

- Adoption of a policy which states that the City's park land standard is one-acre per 1,000 population.

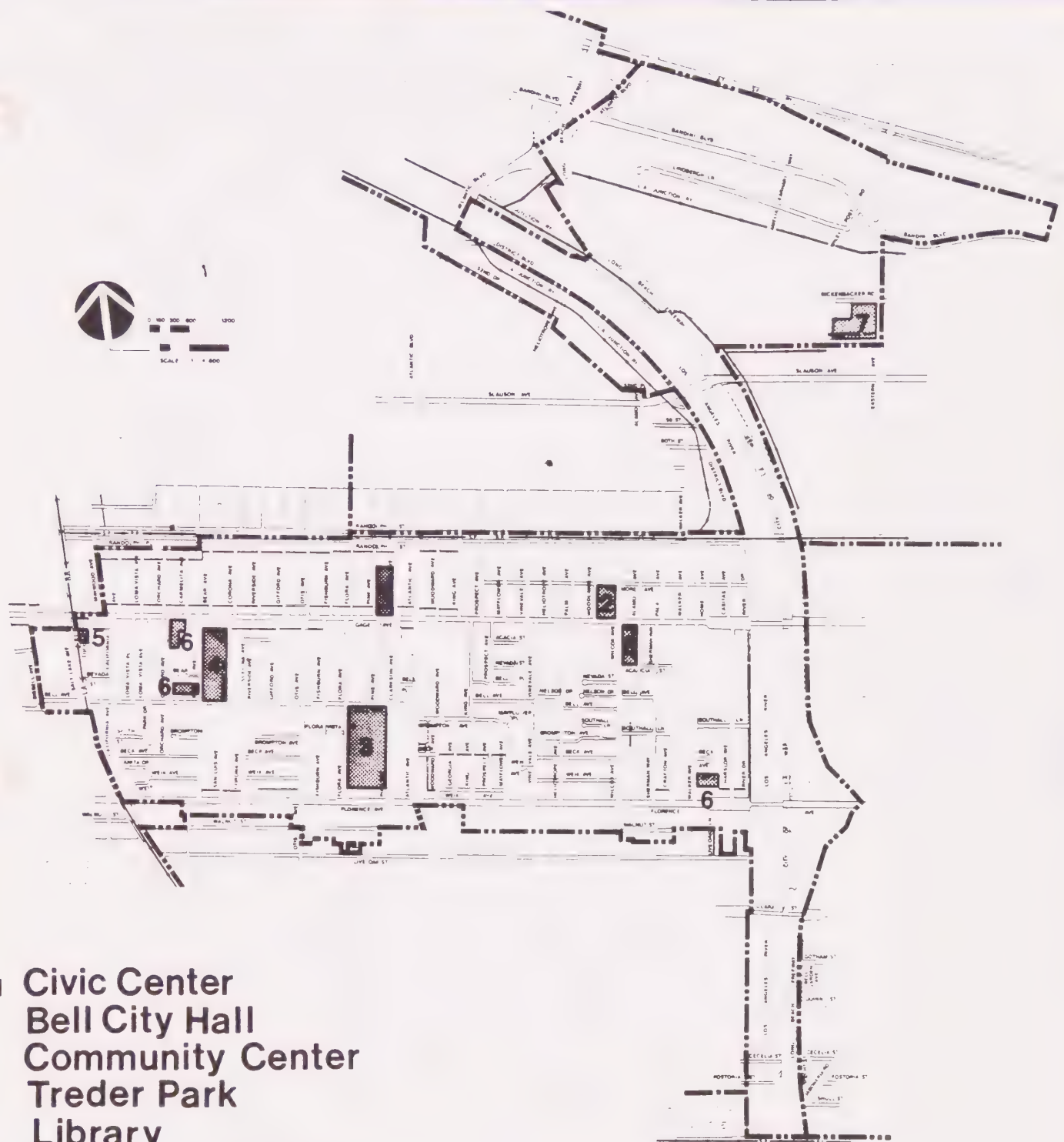
- Establish as high priority needs the provision of an extended swimming program in cooperation with the Los Angeles Unified School District and the development of an additional baseball fields.
 - Conduct an outreach program to increase participation in local park and recreation resources by residents of certain neighborhoods and population groups such as the transportation-dependent.
 - Publish a newsletter on a quarterly basis so that community residents are acquainted with the services provided by the City.
6. Treder Park Community Center — During the course of completing the household interviews, the idea of a community center was very favorably received by City residents. A community center is in the development stage at Treder Park between Pine Avenue and Clarkson Avenue. The facility, which will be 8,000 square feet in size, should enjoy high user participation.
 7. Tot Lots/Mini-Parks — Bell has an evident need for additional space for parks and open space. Given physical and economic circumstances, it is impractical to plan for the acquisition and development of large-scale open space or park areas. In this light, it is beneficial to consider the implementation of a tot lot/mini-park program to add more open space and recreational opportunities. This program also would be of value to the City's transportation dependent population who may experience some difficulty in gaining access to the City parks.

According to the standards of the National Recreation and Park Association, there should be one tot lot/mini-park of 2,500 square feet to one-acre in size for every 500 to 2,500 persons. The application of this standard means that the City should have a minimum of 11 tot lot/mini-parks; however, these many facilities are impractical due to the lack of suitable sites and land, development and maintenance costs. The development of two to three facilities of this kind may be an achievable objective in the years ahead.

5.1-6 INTERNAL CONSISTENCY

The Land Use Element contributes to achieving the objectives and policies of this combined element. The Land Use Element includes two designations which are applied to land areas which have open space and conservation value. These land use designations include "Open Space" and "Institutional" These two categories are defined as follows:

- Open Space - Parks, recreational facilities.
- Institutional - Schools, churches, civic center, City maintenance, yard, utility rights-of-way and the flood control channel.



- 1 Civic Center
Bell City Hall
Community Center
Treder Park
Library
- 2 Woodlawn School
- 3 Bell High School
- 4 Corona Avenue School
- 5 Bell Mansion
- 6 City Parks
- 7 Calif. Bell Club

FIGURE: 5.1-1
CITY RECREATIONAL FACILITIES MAP
SOURCE: CITY OF BELL



City of BELL

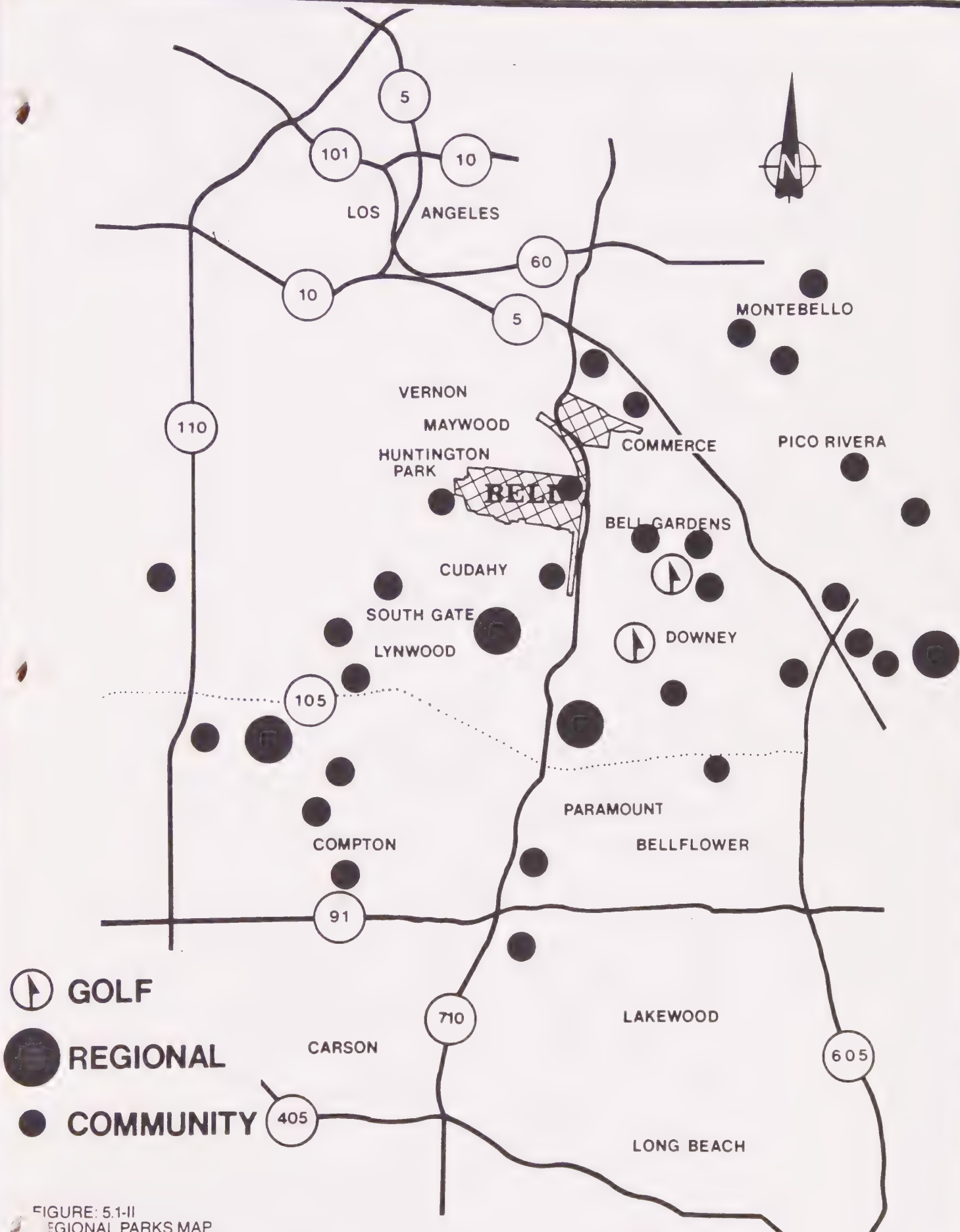


FIGURE: 5.1-II
REGIONAL PARKS MAP
SOURCE: CITY OF BELL



City of BELL

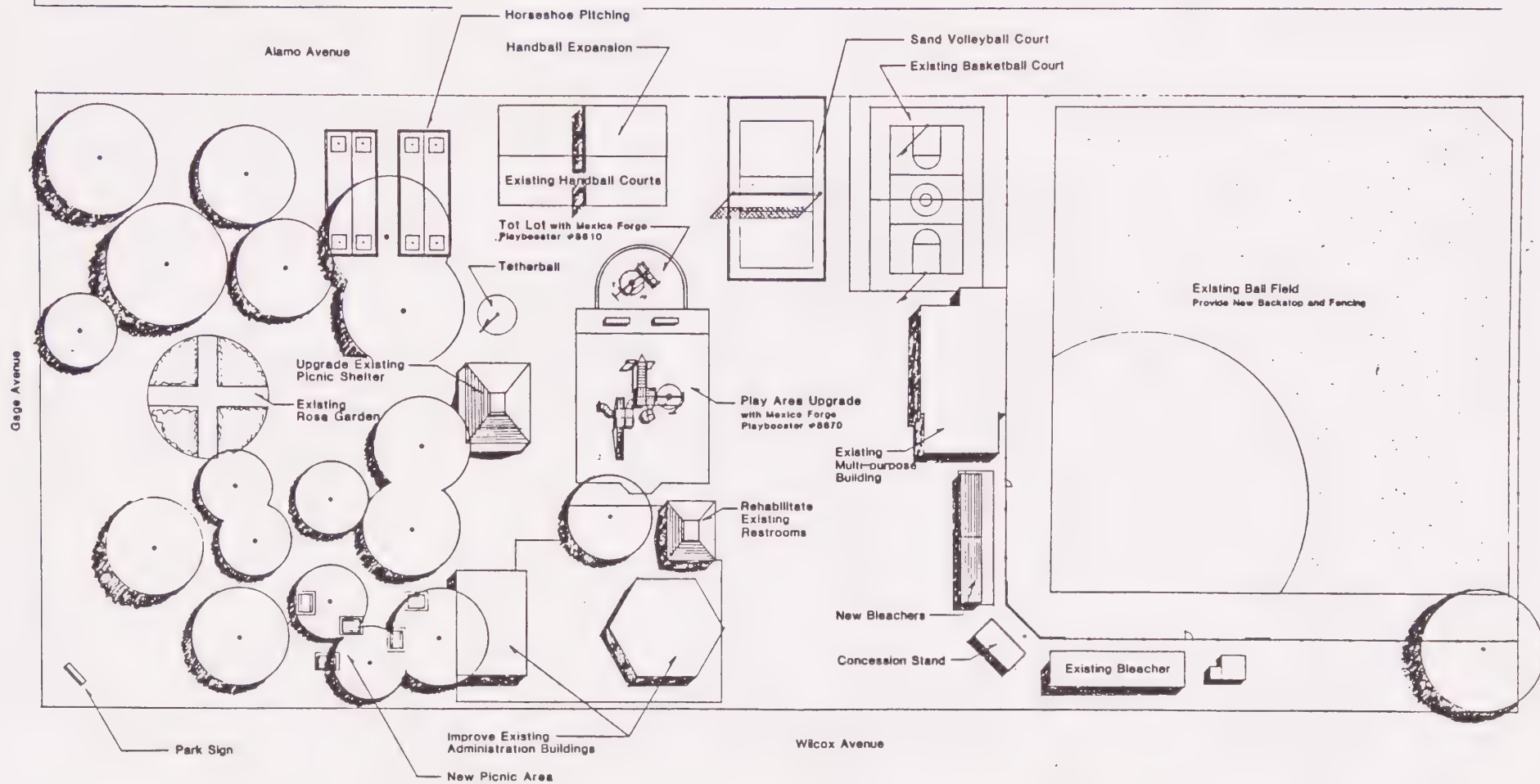


FIGURE: 5.1-III
RESTORATION PLAN
SOURCE: TAKATA & ASSOCIATES



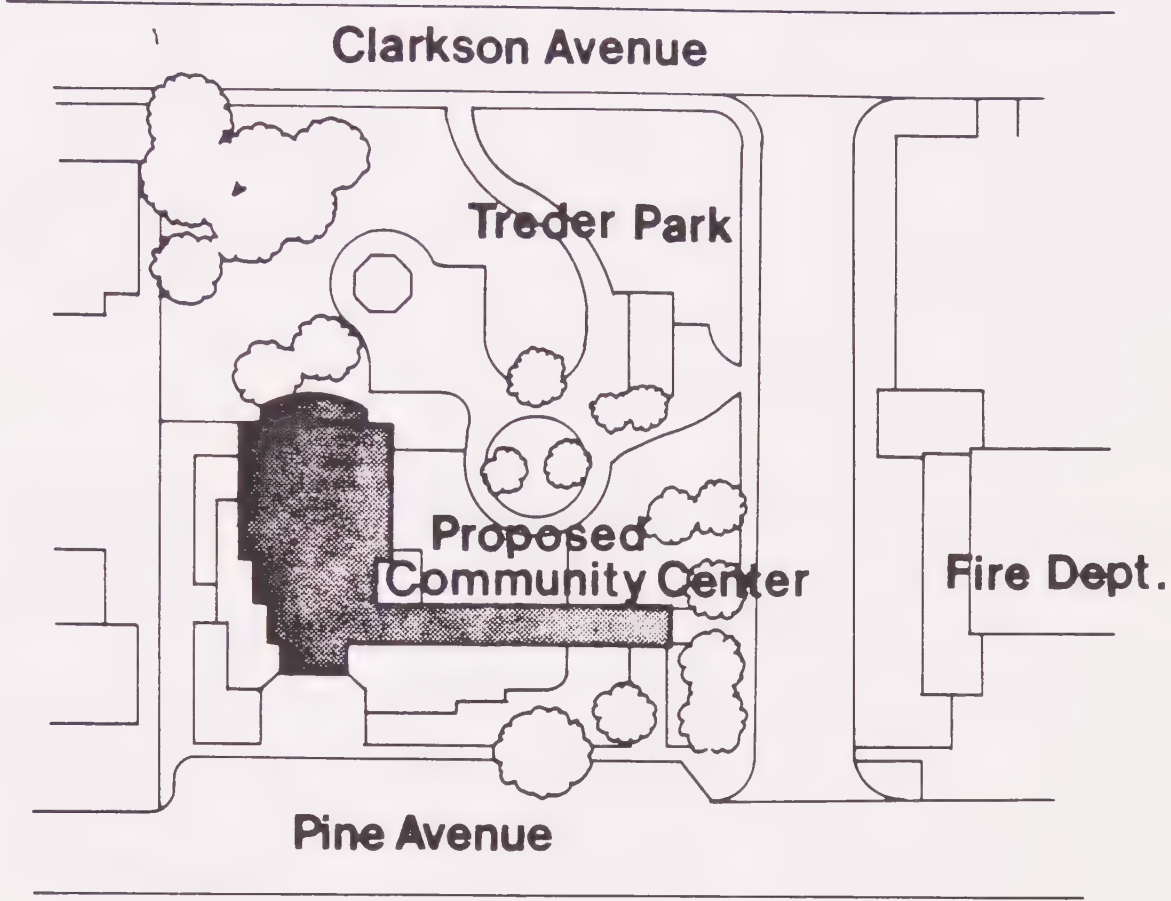


FIGURE: 5.1-IV
COMMUNITY CENTER
SOURCE: WOLFF/LANG/CHRISTOPHER ARCHITECTS, INC.



City of BELL

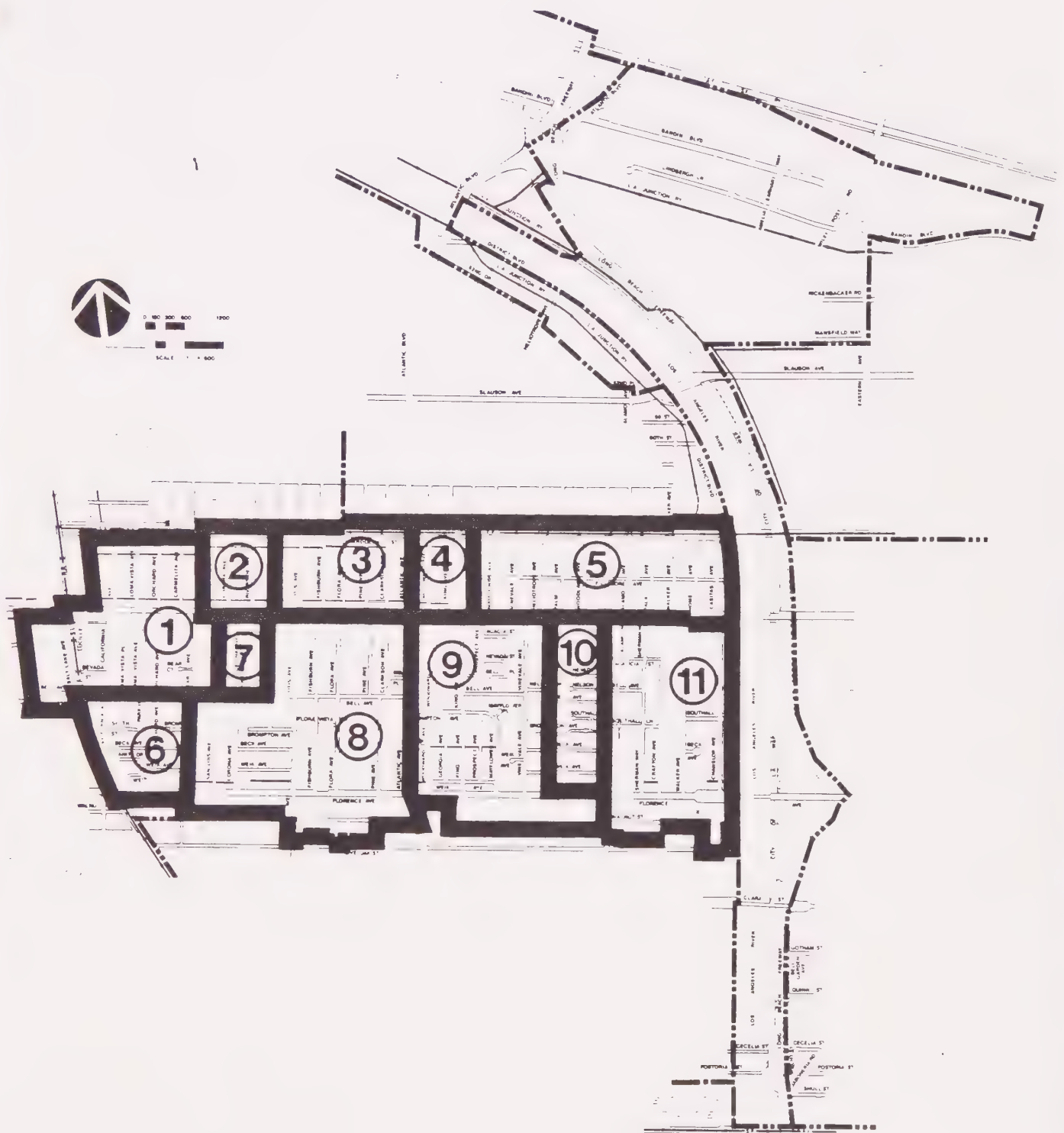


FIGURE: 5.1-V
NEIGHBORHOOD BOUNDARIES MAP
SOURCE: CASTANEDA & ASSOCIATES





GENERAL PLAN

1986

SAFETY ELEMENT

*Prepared by: CASTANEDA & ASSOCIATES
Brea, California
July, 1986*

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5.2 SAFETY ELEMENT

5.2.1 INTRODUCTION

General Plan Legislation

In the past 15 years, three legislative acts have proclaimed how localities are to respond, in community general plans, to natural and man-made conditions that are hazardous to public health and safety. In 1970, the Safety Element became a mandatory element of the General Plan. The provision for a Safety Element was partly a reaction to damaging wildland fires that occurred in September and October of 1970. In 1971, subsequent to the devastating effects of the San Fernando earthquake, the State Legislature enacted legislation requiring counties and cities to adopt a Seismic Safety Element as part of the comprehensive General Plan. In 1984 legislation was enacted which combined the two elements into a single document.

Section 65302(g) of the Government Code defines the meaning of the "safety element" in the following terms:

"A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards."

Purpose and Function

This element establishes information and guidelines for the protection of Bell residents and workers from unreasonable risks which are associated with the potentially hazardous conditions listed below:

- Seismically induced hazards such as surface rupture, ground shaking, ground failure and dam failure;
- Subsidence and other geologic hazards;
- Mudslides and landslides;

- Flooding;
- Urban Fires;
- Hazardous wastes.

Relation to Other General Plan Elements

The Safety Element responds to the generally defined issue concerning the identification of and protection from hazards that have their origin primarily in natural conditions and occasionally in man-made conditions. Thus, the element encompasses a full range of potentially hazardous conditions including seismic, geologic and fire conditions as well as flooding, hazardous materials and, in some communities, airport safety.

Some community safety concerns overlap or are associated with the issues considered by the open space and land use elements. According to Government Code Section 65560 b (4), the safety element is linked to the implementation of a local open space plan. For instance, as a means of protecting public health and safety, open space land may be set-aside for these purposes in circumstances that need special regulation and management. Undeveloped land devoted to open space use may include areas set-aside because of hazardous conditions such as earthquake fault zones, unstable soil areas and flood plains. In addition, a community's land use element usually incorporates the findings and recommendations relating to public safety and open space lands. For example, a separate "open space" land use category may be established which would designate open space lands to protect public health and safety.

5.2.2 EXISTING CONDITIONS

This section presents the major research findings and conclusions relating to conditions that potentially could prove hazardous to persons living and working in Bell. The findings and conclusions are based on information collected from the following sources: Safety Element (1974); Seismic Safety Element (1974); Los Angeles County Fire Department and the City's Police, Building and Community Development Departments; the California Health Department "Hazardous Waste Information System"; and Safety/Seismic Safety Elements of Maywood and South Gate. In addition, a special engineering and geology study was completed in August 1985 to provide another important source of research information.

Findings

1. No active or potentially active faults are known to traverse the City.
2. The City is located in a seismically active area. (See Regional Geology Map, Figure 5.2-I).
3. Seismicity in the area has been concentrated along four fault zones including the Newport-Inglewood, San Fernando, San Jacinto and San Andreas.
4. There is no potential for seiches or tsunamis. (These terms refer to waves generated by seismic activity.)
5. There is no potential for inundation associated with dam failure. (The City of Bell is not located in the inundation area associated with the Whittier Narrows Dam; however, it is one of the cities providing mutual aid in the event of an emergency evacuation.) The Federal Flood Insurance Program has not identified any properties in the City of Bell as being subject to flood hazard. (The City is designated by the Federal Flood Insurance Program as being within Zone C.) (See Figure 5.2-II for the Regional Flood Hazard Area Map.)
6. Hazards related to subsidence or uplift are very remote.
7. The level topography within the City eliminates the possibility of hazards associated with slope instability and landslides.
8. There is no potential for cliff erosion.
9. Urban fire potential is associated mainly with residential and vehicle fires. For commercial and industrial buildings, fire restrictive measures are established by Tables 17A and 5B of the Uniform Building Code.
10. Fire protection services are provided by the Los Angeles County Fire Department. Station 163 in Bell is staffed by six persons. Equipment consists of a triple combination pumper with a 1,200 g.p.m. capability, a paramedic rescue unit, a mobile aid rescue unit for large incidents and brushfires, and one rescue engine. The average response time is two minutes. Station 27, located in the City of Commerce, also serves the City of Bell. Station 27 is staffed by 10 persons. Equipment consists of one engine, one ladder truck and a paramedic unit. The Los Angeles County Fire

Department indicates that there is adequate water pressure throughout the City to meet fire service demands for existing development.

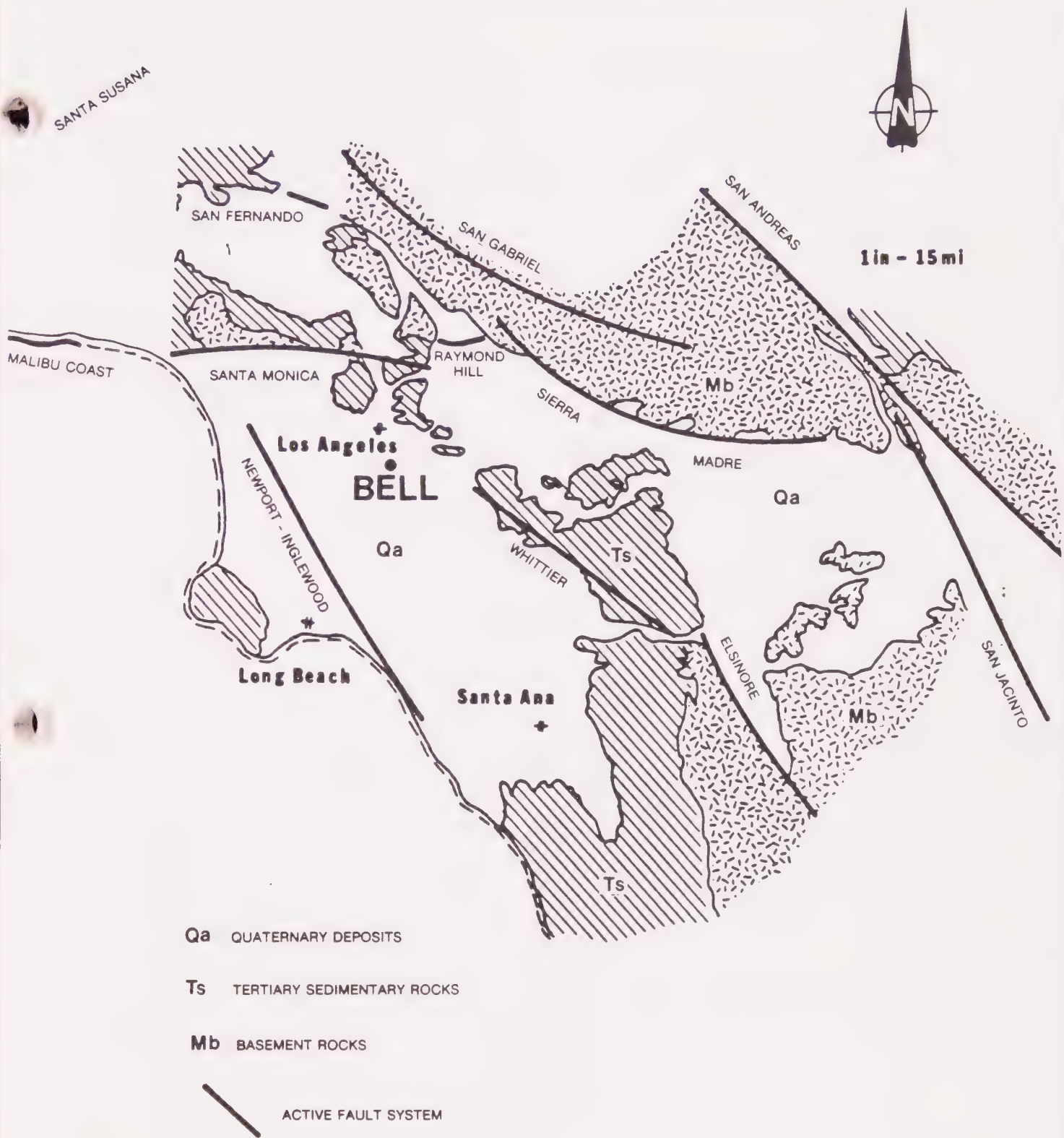


FIGURE: 5.2-1
REGIONAL GEOLOGY MAP
SOURCE: CALIFORNIA DIVISION OF MINES & GEOLOGY



City of BELL

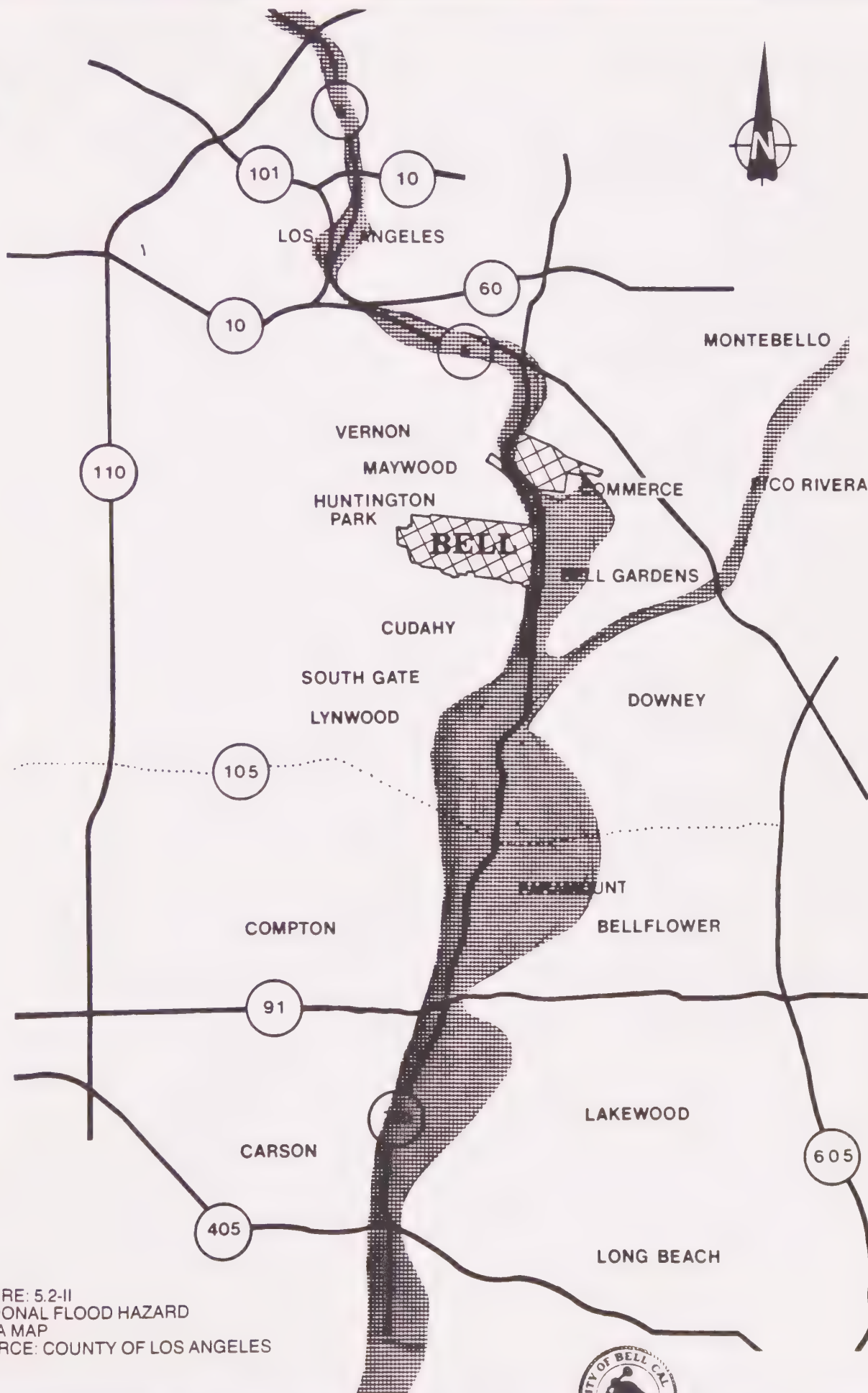


FIGURE: 5.2-II
REGIONAL FLOOD HAZARD
AREA MAP
SOURCE: COUNTY OF LOS ANGELES

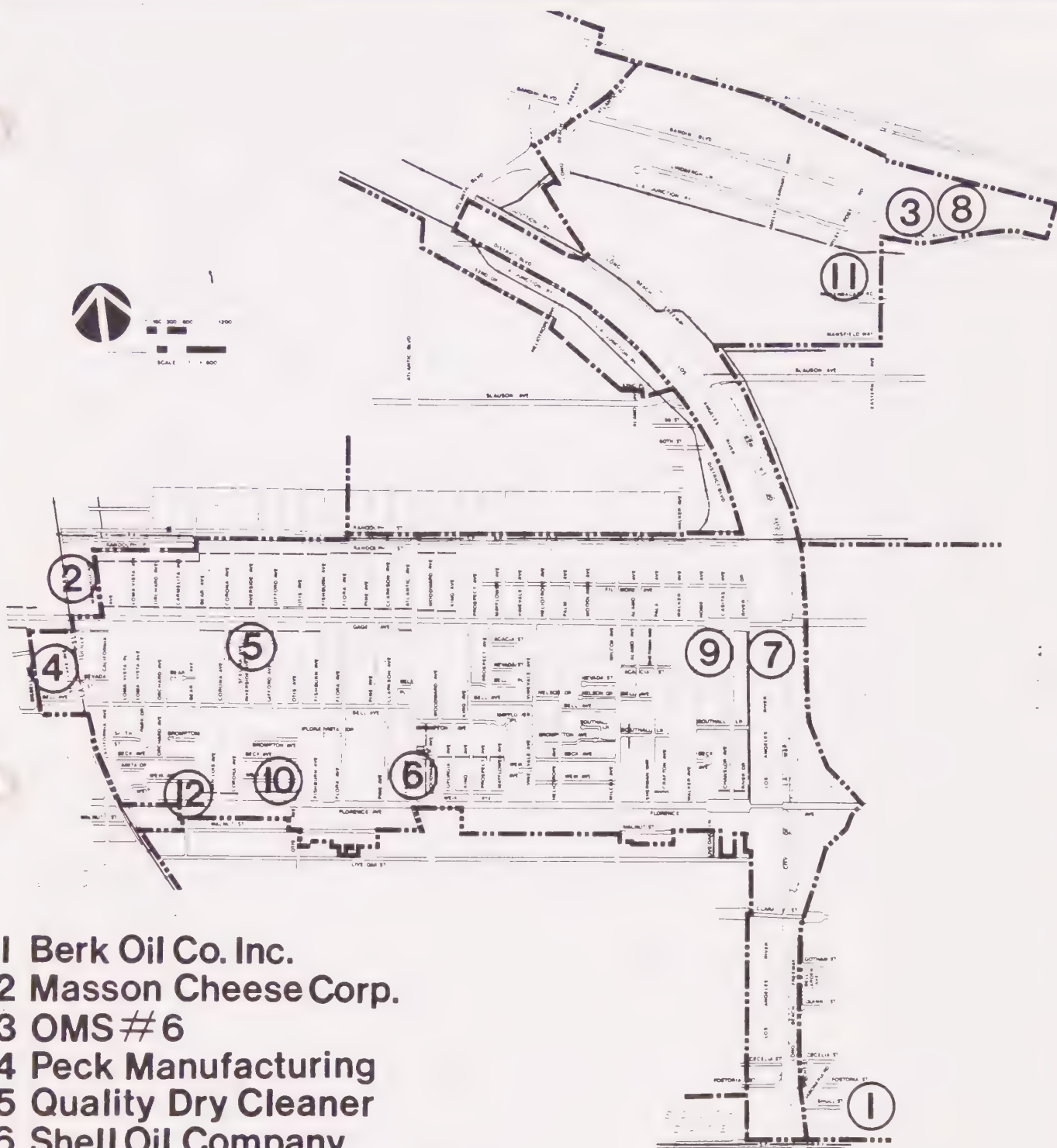


City of BELL

11. Police protection is provided by the Bell Police Department. The staff of 70 persons, including reserve officers, also provides contract services to the City of Cudahy.
12. The Long Beach Freeway (I-710) is a major trucking route from Los Angeles to Long Beach. There is accident potential regarding the spillage of toxic materials and the combustion of flammable materials.
13. Various types of hazardous materials are transported through the City by rail. The Santa Fe Railroad, the Southern Pacific Railroad and the Union Pacific Railroad monitor railway operations 24-hours a day from a central dispatch office. In the event of an emergency, the dispatcher notifies local emergency response personnel who specialize in the containment of hazardous materials. The City also has an Emergency Response Plan which contains evacuation procedures and strategies for the mobilization of emergency service personnel. Regional assistance is available from the County Fire Department and the State Health Department.
14. There are underground gas storage tanks within the City of Bell. Responsibilities of tank owners and of local government regarding the underground storage of hazardous materials are identified in Assembly Bills No. 2013 and No. 1362.

Requirements for

underground storage tanks in the City of Bell are enforced by the Los Angeles County Facilities Management Department.
15. There is a high-pressure crude oil pipeline extending beneath River Drive. The pipeline originates in Montebello and passes through the City of Bell en route to its final destination in El Segundo. It is part of a major trunk line system, which is monitored 24-hours a day from the Chevron dispatch station in La Habra. As part of their established emergency procedures, Chevron has remote shut-down capacity for all pipelines. There have been no incidents of breakage along the River Drive pipeline.
16. There are 12 hazardous waste generators producing in excess of 1000 kilograms (KG) per month located in Bell, according to the Toxic Substance and Control Division of the California Department of Health Services. There are an additional 42 such generators located in the nearby cities of Huntington Park, Bell Gardens, Cudahy and Maywood. (See Figures 5.2-III and 5.2-IV for general locations of hazardous materials in the City and surrounding area.)



- 1 Berk Oil Co. Inc.
- 2 Masson Cheese Corp.
- 3 OMS #6
- 4 Peck Manufacturing
- 5 Quality Dry Cleaner
- 6 Shell Oil Company
- 7 Triple Quality Tool & Dye, Inc.
- 8 USPS
- 9 United Engine Rebuilders
- 10 V.W. Schosseru
- 11 Z.A. Supply Depot
- 12 Bell D. Keene Residence

FIGURE: 5.2-III
LOCATIONS OF POTENTIALLY
HAZARDOUS MATERIALS/CITY
SOURCE: STATE DEPARTMENT OF HEALTH SERVICES 1985



City of BELL

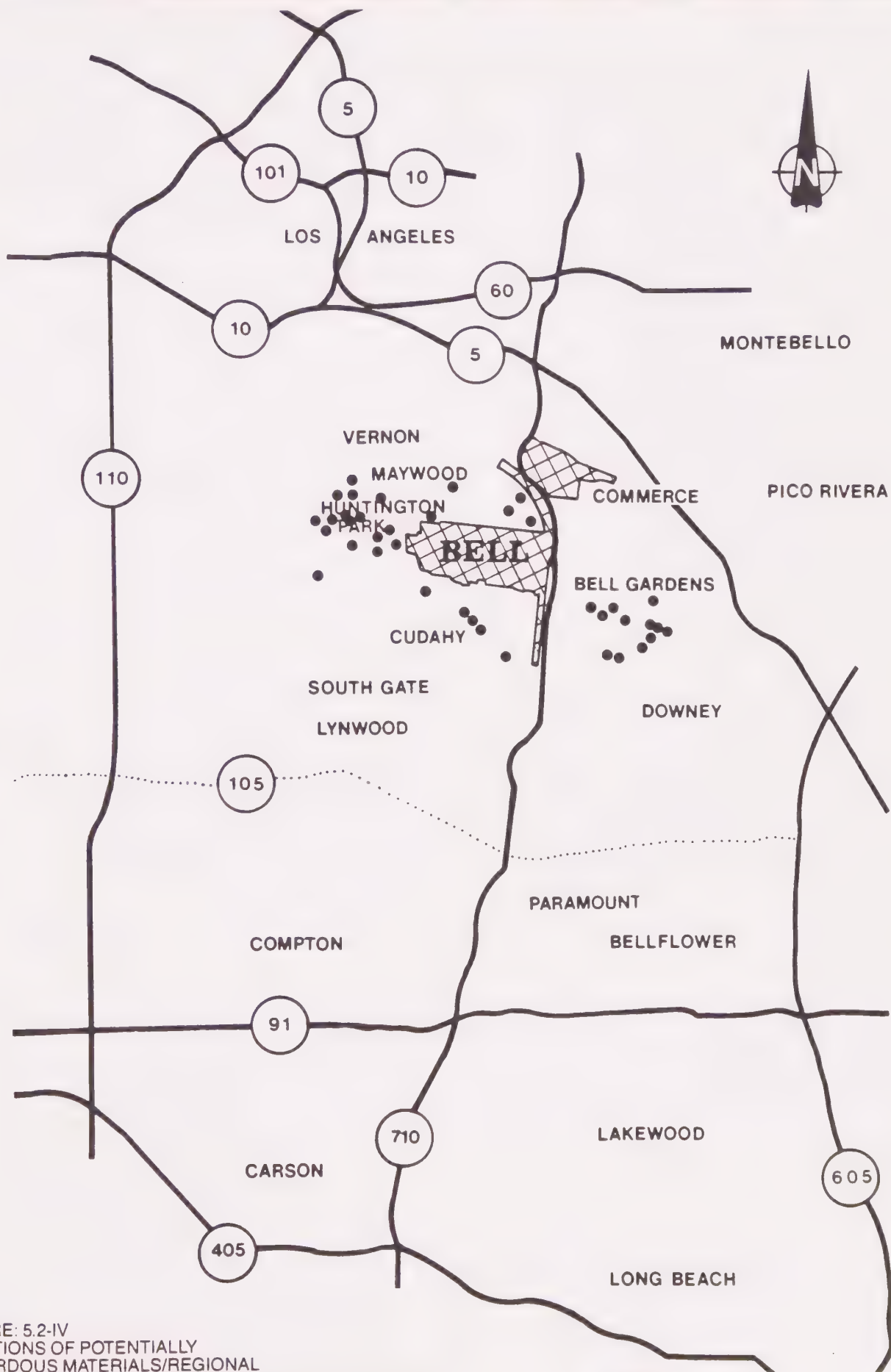


FIGURE: 5.2-IV
LOCATIONS OF POTENTIALLY
HAZARDOUS MATERIALS/REGIONAL
SOURCE: STATE DEPARTMENT OF HEALTH SERVICES 1985



City of BELL

Bell

- | | |
|------------------------------------|---------------------------|
| 1. Berk Oil Company, Inc. | 5614 Shull Street |
| 2. Masson Cheese Corp. | 6218 Maywood Avenue |
| 3. OMS #6 | 5550 Bandini Boulevard |
| 4. Peck Manufacuturing | 6511 Salt Lake Avenue |
| 5. Quality Dry Cleaner | 4077 Gage Avenue |
| 6. Shell Oil Company | 7121 South Atlantic |
| 7. Triple Quality Tool & Dye, Inc. | 5412 East Gage Avenue |
| 8. USPS | 5555 Bandini Boulevard |
| 9. United Engine Rebuilders | 5080 East Gage Avenue |
| 10. V.W. Schosseru | 4201 East Florence Avenue |
| 11. Z.A. Supply Depot | 5600 Richenbacher Road |
| 12. Bell D. Keene Residence | 3813 East Florence Avenue |

Cudahy

- | | |
|----------------------------------|-------------------------|
| 1. Commando Plastics Corp. | 8250 Salt Lake Avenue |
| 2. Scott Craft Company | 4601 Cecelia Street |
| 3. Southern California Oil Comp. | 8220 Atlantic Boulevard |
| 4. Western Diesel Electric | 8135 Atlantic Boulevard |
| 5. Grating Pacific Inc. | 4839 Patata Street |

Maywood

- | | |
|-------------------------------|--------------------------|
| 1. Dunn - Edwards Corp. | 4885 East Slauson Avenue |
| 2. Kischell Corp. | 3620 Fruitland Avenue |
| 3. L & L Express | 5110 District Boulevard |
| 4. Millhorn Chemical & Supply | 6142 Walker |

Huntington Park

- | | |
|-----------------------------|---------------------------|
| 1. ABC Auto Service | 5610 Pacific Boulevard |
| 2. Castillo Engines | 2218 East Florence Avenue |
| 3. Fiat Joe Italian Imports | 5601 Pacific Boulevard |
| 4. H & H Enameling, Inc. | 2618 East 55th Street |

- | | | |
|-----|---|--------------------------|
| 5. | Huntington Park Body Shop | 3003 East Gage Avenue |
| 6. | H.P. Rubber Stamp Company | 2761 East Slauson Avenue |
| 7. | LEF Industries | 2110 Belgrave |
| 8. | Maurice J. Supplies & Sons
Chevrolet | 5801 Pacific Boulevard |
| 9. | Maxon Industries | 1906 Slauson Avenue |
| 10. | Puttman Products, Inc. | 2050 Laura Avenue |
| 11. | Ramirez Jewelers | 2622 Clarendon Avenue |
| 12. | S & R Metals, Inc. | 2070 East Randolph |
| 13. | Sargent Industries | 2533 East 56th Street |
| 14. | Shell Oil Company | 2701 East Gage Avenue |
| 15. | Smith Heat Treating | 6131 Maywood Avenue |
| 16. | Talley Brothers, Inc. | 2007 Laura Avenue |
| 17. | Vanguard Lighting | 6900 Alamada Street |
| 18. | Warning, Inc. | 2631 East 55th Street |
| 19. | Allweld Alloys, Inc. | 2027 Laura Avenue |

Bell Gardens

- | | | |
|-----|----------------------------------|----------------------------|
| 1. | Addicks Engineering | 7736 Scout Avenue |
| 2. | Automated Machine Products, Inc. | 7750 Scout Avenue |
| 3. | Butane Carburetor Service Corp. | 5549 Gage Avenue |
| 4. | Elco Gear Corp. | 7500 South Garfield Avenue |
| 5. | GTE of California | 6640 Florence Avenue |
| 6. | Bill's Transmission | 6120 East Florence Avenue |
| 7. | Lynco Grinding Comp., Inc. | 5950 Clara Street |
| 8. | Mid-Cities Paper Box Co., Inc. | 6801 Sura Street |
| 9. | Hillcraft Furniture | 5930 East Shell Street |
| 10. | Shell Oil Comp. | 6350 East Florence |
| 11. | St. Gertrude School | 6824 Toler Avenue |
| 12. | Strickley & Comp., Inc. | 5936 East Schull |
| 13. | N.G. Machine Co., Inc. | 6120 Claract |
| 14. | Bell Gardens Police Dept. | 7100 South Garfield |

Conclusions

1. The potential for ground rupture in the City of Bell is negligible.
2. There may be ground shaking due to earthquake activity within the region.
3. Liquefaction at the City is not a significant hazard because the groundwater table is generally situated at depths in excess of 100 feet. There are exceptions which involve perched water tables that may be present at depths of a few feet and below in the alluvial deposits. Groundwater levels are shown in Table I.
4. The Los Angeles County Fire Department provides a high level of service to the City of Bell. As the City is fully developed, there is no potential for woodland fires. Due to the small amount of industry in Bell, the probability of fires resulting from industrial accidents is low.
5. The City of Bell Police Department has adequate capacity to serve current and future projected needs.
6. Because the Long Beach Freeway is a major trucking route and there is a significant amount of industry in the area, there is also a significant amount of truck traffic within the City. This type of traffic increases the possibility for accidents involving trucks and the transport of hazardous materials. Truck traffic is discussed in further detail in the Circulation Element.

7. Because of continual monitoring and comprehensive emergency response plans, railroad and pipeline transport of hazardous materials presents some risk to the community.
8. The permit requirements established by Assembly Bills 2013 and 1362 provide safeguards and designate responsibilities associated with the underground storage of hazardous materials.

Table 5.2-1
GROUNDWATER LEVELS
SUMMARY OF GROUNDWATER ELEVATIONS

<u>Year</u>	<u>Average Groundwater Table Elevations, ft. (1)</u>
1985	-2
1984	-14
1983	-14
1982	-18
1980	-29
1975	-36
1970	-34
1965	-34
1960	-59
1955	-52
1950	-4
1945	+26

* Los Angeles County Flood Control District; Central and West Basin Water Replenishment District;
Southern California Water Co.

(1) Datum - mean sea level

Department requires the owner to bring the dwelling unit in conformance with current Codes or to abate the use.

5.2.4 ISSUES, OPPORTUNITIES AND CONSTRAINTS

From an analysis of technical data and legislative planning requirements, safety-related issues, opportunities, and constraints were identified. These are summarized in the following list.

Issues

1. The most severe ground shaking would be related to an earthquake on the Newport-Inglewood or Whittier fault zones. The maximum credible magnitudes of 7.0 could produce a ground acceleration of approximately 0.35 gravity and the respective maximum probable magnitudes of 6.5 and 6.0 could be approximately 0.30 and 0.24 gravity. For comparison, the maximum credible magnitude of 8.25 on the San Andreas fault zone could produce a ground acceleration at the City of approximately 0.18 gravity. The difference in acceleration values is related to the much greater distance to the San Andreas fault.
2. Seismic compaction of soils would occur in essentially the same alluvial deposit areas as the potential liquefaction. Impacts involve ground settlements and failures in areas susceptible to liquefaction or compaction due to earthquake ground shaking.
3. Unreinforced masonry buildings present the greatest threat to public health and safety in the event of an earthquake. Old brick buildings, constructed prior to 1933, consist of bricks loosely piled with sand in between. There were no seismic safety standards until 1933. Modern buildings are engineered to sway back and forth like palm trees during a seismic event. Older unreinforced masonry buildings have a high probability of collapse. The City of Bell presently has 61 unreinforced masonry buildings located along Gage Avenue. These are a mixture of one and two story buildings. Many of the buildings exhibit signs of decomposed mortar joints. Seven of the buildings exhibit visible decomposition of mortar joints, cracks, and/or disalignment at fractures.
4. Future redevelopment at a higher land use intensity will have a significant impact on the City's water systems. Increased fire flow requirements will result in the need for larger lines, increased booster capacities and more storage.

Opportunities

1. Supplemental studies on the site specific features of geology, seismicity and structural engineering will be required for large or complex buildings and/or critical facilities in order to determine what criteria, in addition to the Uniform Building Code, are necessary for the protection of public health and safety.
2. All structures must conform to the Uniform Building Code.
3. Geotechnical studies required as part of the planning process will address compensating measures for construction in alluvial deposits.
4. Unreinforced masonry buildings in the City of Bell are one and two stories in height. The greatest earthquake hazard is associated with unreinforced buildings of two stories or more.
5. The City has adopted designated truck routes which limit the transport of hazardous materials to certain major arterials.
6. In order to maintain adequate fire flows, the mutual water companies can either raise water rates and/or impose assessments on the stockholders to fund necessary improvements.

Constraints

The actions of the City to avoid the geologic and seismically-induced hazards are limited. There are no earthquake faults traversing the City; however, an event along an active fault system would generate ground shaking in the City. Under these circumstances, the most dangerous effects would be associated with the unreinforced masonry structures. Safety hazards in existing residences may not be detected as there is not sufficient staff or funding to conduct periodic residential building and fire inspections.

With respect to hazardous materials, the City cannot prohibit the transport of such materials through the community along either the Long Beach Freeway or rail lines. As a result, there is some element of risk associated with the transport of hazardous materials on the freeway and railway. As previously noted, however, the City has adopted truck routes which limit the transport of hazardous materials to designated major arterials within the community.

5.2.5 OBJECTIVES, POLICIES AND PROGRAMS

Objectives

By adoption of the 1986 Safety Element, the City of Bell has achieved the following objectives.

1. Compliance with the State planning law concerning the preparation of a combined Safety/Seismic Safety Element.
2. In combination with other elements, the General Plan is now complete and internally consistent.
3. Identified the relationship between land use and geologic hazards.
4. Reaffirmed the City's policies and programs to save lives and protect property in the event of an emergency situation or natural disaster.

Policies

The City has adopted the policies listed below to protect public health and safety.

1. To encourage educational programs which inform residents and businesses in the City on procedures to follow in the event of a major earthquake.
2. To establish and enforce standards to reduce unacceptable levels of fire and geologic risk.
3. To reduce fire hazards associated with older buildings including masonry structures and residences above commercial structures on Gage Avenue.
4. To continue participation in community programs that train policemen, firemen and civil defense volunteers how to perform effectively after earthquake.
5. To review and improve disaster preparedness and emergency response capabilities.
6. To expand local knowledge and encourage educational programs for households and small businesses in identifying and disposing of potential hazardous wastes.
7. To work with the County and the refuse disposal companies operating within the City to manage the adequate and safe disposal of hazardous wastes.

Programs

The City is actively implementing several programs to minimize the impacts associated with geologic conditions, fire and hazardous materials accidents. These programs can be grouped into four categories including geologic/seismic; fire; hazardous materials; and emergency preparedness which are listed below.

1. Geologic/Seismic --

The City enforces the seismic requirements of the Uniform Building Code.

Any unreinforced masonry structure that is converted to a higher occupancy use (i.e. retail to restaurant) must comply with City of Los Angeles Building Code Division 68 Standards. These pertain to bracing systems, wall anchorage to roof and floors and the filling in of excess openings. Compliance with Division 68 Standards results in an acceptable margin of safety. The City is currently developing its own Earthquake Hazard Reduction Ordinance.

2. Fire --

Commercial and industrial uses are inspected annually. Fire Target Hazards are inspected at least three times a year.

The Los Angeles County Fire Department enforces a weed abatement program for vacant lots and also enforces weed abatement at residences on a complaint basis.

The abatement of residential fire hazards is enforced on a complaint basis.

3. Hazardous Materials --

One-half of the Police Department supervisors have completed Hazardous Material Training courses.

The City has adopted truck routes which prohibit the transport of hazardous materials through residential neighborhoods.

The State Department of Health Services maintains records on the location and type of hazardous wastes stored within each City. The City should pursue the following programs in addition to the two listed above:

- a. Collect and maintain up-to-date records through the City Safety Departments of the type, location, owners, and responsible persons for properties which involve the handling of hazardous wastes.

- b. Implement an education program for households and small businesses regarding identification and disposal of potential hazardous wastes, including machine oils, pesticides, etc.

4. Emergency Preparedness --

The City originally adopted a Civil Defense and Disaster Plan in 1972 and this Plan was updated in February, 1983.

The Bell Police Department has adopted procedures for dealing with hazardous spills on the highway. These procedures are based on the California Highway Patrol's Hazardous Materials Transportation Manual and the Federal Department of Transportation Emergency Response Materials. All Police Department personnel are trained to use the Emergency Response Handbook.

5.2.6 INTERNAL CONSISTENCY

Consistency with Other General Plan Elements

This part of the Safety Element explains the consistency with other elements of the General Plan. The consistency and relationship of the Safety Element to the Land Use, Circulation, Housing and Open Space Elements are described in the following paragraphs.

Land Use Element

Owing to the size and nature of the City and the layout of seismic zones, land use controls are not an effective measure to reduce seismic hazards. The design of existing and new buildings is a more effective tool for reducing the impacts of potential hazards.

Circulation Element

The effect of seismic hazards upon circulation and transportation are not considered significant because such hazards are not sufficiently narrow or restrictive as to meaningfully impact circulation corridors and transportation routes. In the event of a "great earthquake" the major freeways may be heavily damaged or severed for days and weeks. This situation would put an additional load on major surface streets in Bell and, for this reason, the disaster plan of the City should emphasize lesser used throughway streets.

Housing Element

The replacement or strengthening of unsafe residential structures is incorporated as a policy in the Housing Element. In addition, the Housing Element contains a policy statement requiring new residential construction to be in conformance with the seismic requirements of the City's building standards.

Open Space Element

No areas have been designated as open space for public health and safety because no active or potentially active faults traverse the City, and Bell is not subject to flooding.



GENERAL PLAN 1986 NOISE ELEMENT

*Prepared by: J.J. VAN HOUTEN & ASSOCIATES, INC.
Anaheim, California
July, 1986*

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5.3 NOISE ELEMENT

5.3.1 INTRODUCTION

Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise. Noise, as it has been simply defined, is "unwanted sound". It is an undesirable byproduct of transportation elements and industrial activities within the community that permeates man's environment and causes disturbance. The full effect of such noise on the individual and the community will vary with its duration, its intensity, and the tolerance level of the individual.

General Plan Legislation

Recognizing the increasing human environmental impacts of noise pollution and the impact that local agency land uses and circulation plans have on the community's environmental quality, the California Legislature, in 1972, mandated that a noise element be included as part of the City and County general plans. Guidelines have been prepared as a result of Senate Bill 860(A) (effective January 1, 1976) by the Office of Noise Control, State Department of Health, concerning the specific requirements for a noise element which are responsive to State guidelines. Within the City of Bell, the Department of Community Development is responsible for the coordination of all local noise control activities.

Purpose and Function

The purpose of the Noise Element is to serve as an official guide to the City Council, the Planning Commission, City departments, individual citizens, businessmen, and private organizations concerned with noise pollution within the City of Bell. The Noise Element provides a reference to be used in connection with actions on various public and private development matters as required by law, and is utilized to establish uniformity of policy and direction within the City concerning actions to minimize or eliminate noise pollution and for making decisions regarding proposals which may have an impact on the City's environment.

The Noise Element includes definitions, objectives, policies, standards, criteria, programs, and maps which are to be considered when decisions are made affecting the noise environment within the City of Bell.

Relation to Other General Plan Elements

The Noise Element is one of seven elements required for inclusion in the General Plan: Land Use, Housing, Circulation, Public Facilities, Open Space/Conservation/Parks & Recreation, Safety and Noise. State Legislation requires that these elements be consistent in supporting the goals and objectives of the plan. Although all elements of the General Plan could conceivably affect the policies and programs identified in the Noise Element, the Land Use, Circulation, and Open Space/Conservation/Parks and Recreation elements contain policies which have a more direct bearing on implementation.

It is recognized that all General Plan policies are not unconditionally acceptable for all development considerations. Planning attractive residential neighborhoods is a complex challenge which must consider a myriad of social, economic and environmental factors. Noise impact is one of many environmental factors which must be considered. Noise mitigation can occur through the use of several alternatives. When considering noise mitigation each development proposal must be evaluated with respect to its own unique characteristics as well as to its relationship to the community. Noise element consistency with other General Plan elements will aid in the attainment of logical and attractive neighborhoods through the provision of an integrated and compatible statement of policies for the City of Bell.

5.3.2 EXISTING CONDITIONS

The most significant noise producing activity within the City of Bell involves the transportation elements (arterials, freeways, and rail lines). In addition, numerous fixed sources of noise exist within portions of the City. This section provides a discussion of the noise measurements obtained and an inventory of noise sources within the City. From these measurements and complimenting analytical procedures, noise exposure contours have been derived for the City and noise impact areas have been identified.

Various locations within the City of Bell were surveyed in November 1985 to establish the existing levels of noise. These measurement sites were selected to determine the impact on noise sensitive areas due to traffic on major arterials (including the Route 710 Freeway) and operations on the various railroad lines. A total of twenty measurements were obtained, four of which were 24-hour samples. The measurement locations and the sound levels measured at each position

provide a definition of the overall noise environment of the City of Bell.

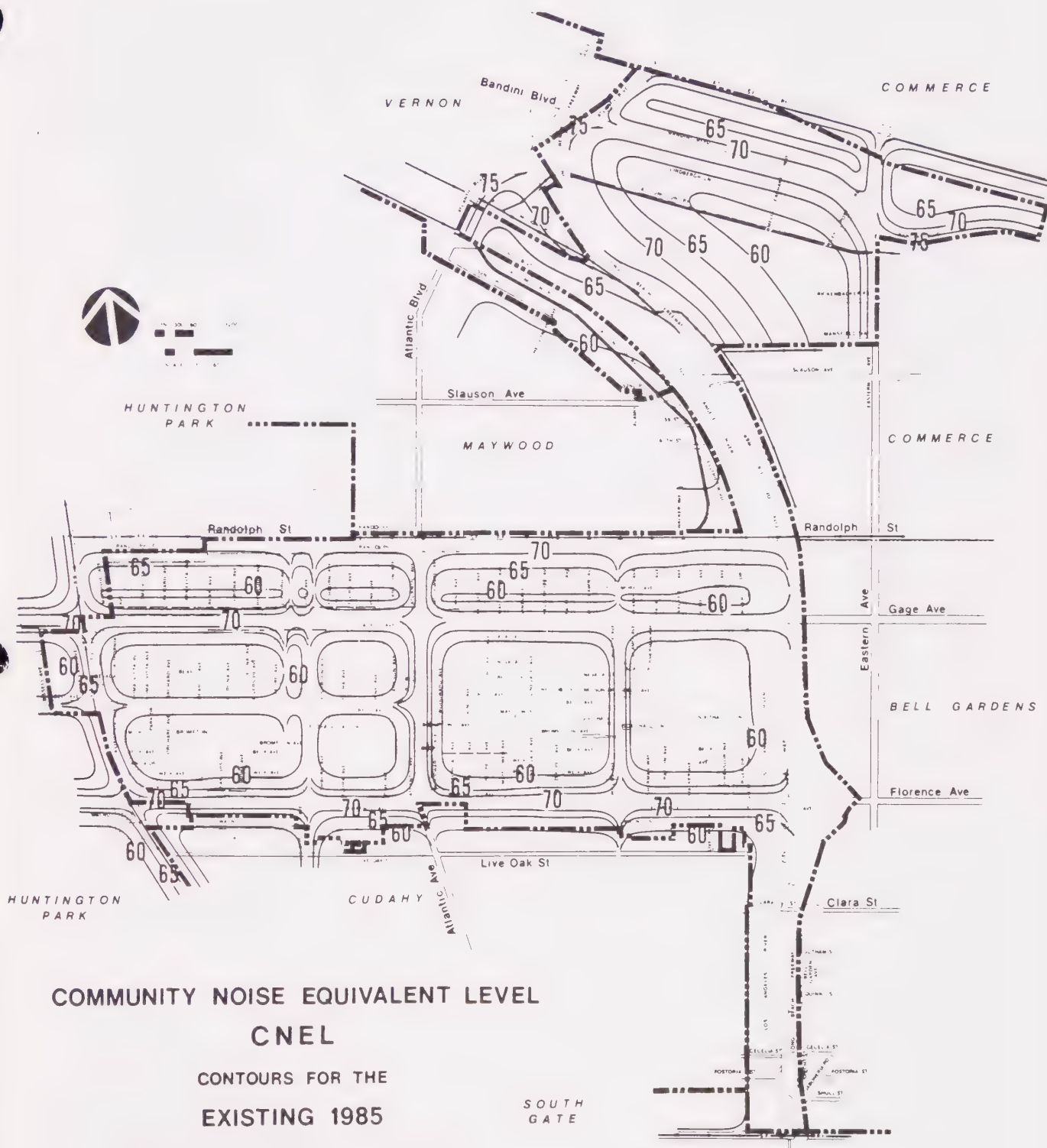
CNEL contours have been derived for each of the noise producing transportation elements within Bell. The previously cited noise measurements and generally recognized analytical procedures have been used in the preparation of the CNEL contour maps (Figures 5.3-I and 5.3-II). The CNEL contours have been prepared on City street maps using a scale of 1"=600'. The procedures used to derive these contours essentially rely on research studies reported by the Federal Highway Administration. Contours are provided for CNEL values from 60 dB to 75 dB in 5 dB increments for the existing (Figure 5.3-I) and projected (Figure 5.3-II) environments within the City.

A significant portion of the noise experienced in the City is produced by traffic on the primary and secondary arterials. Each of the arterials within the City has been considered in the development of the CNEL contours. Also considered in the development of the contours were operations on the AT & SF, Southern Pacific and Union Pacific rail lines. For the purposes of this study, the train noise contours were developed using information provided by the railroad companies.

Findings

1. CNEL values at residential locations near the Route 710 Freeway are in the range of 60 to 65 dB. This is because the high embankments which line the Los Angeles River act as a buffer against the traffic noise. At the northern industrial portion of the City (north of Slauson Avenue), the CNEL is as high as 70 to 80 dB since there is direct line-of-sight to the traffic noise.
2. The CNEL values at the residential locations directly adjacent to the following arterials exceeds 65 dB due to traffic noise. Hence, the noise exposures at these residential locations, if any, are considered excessive:

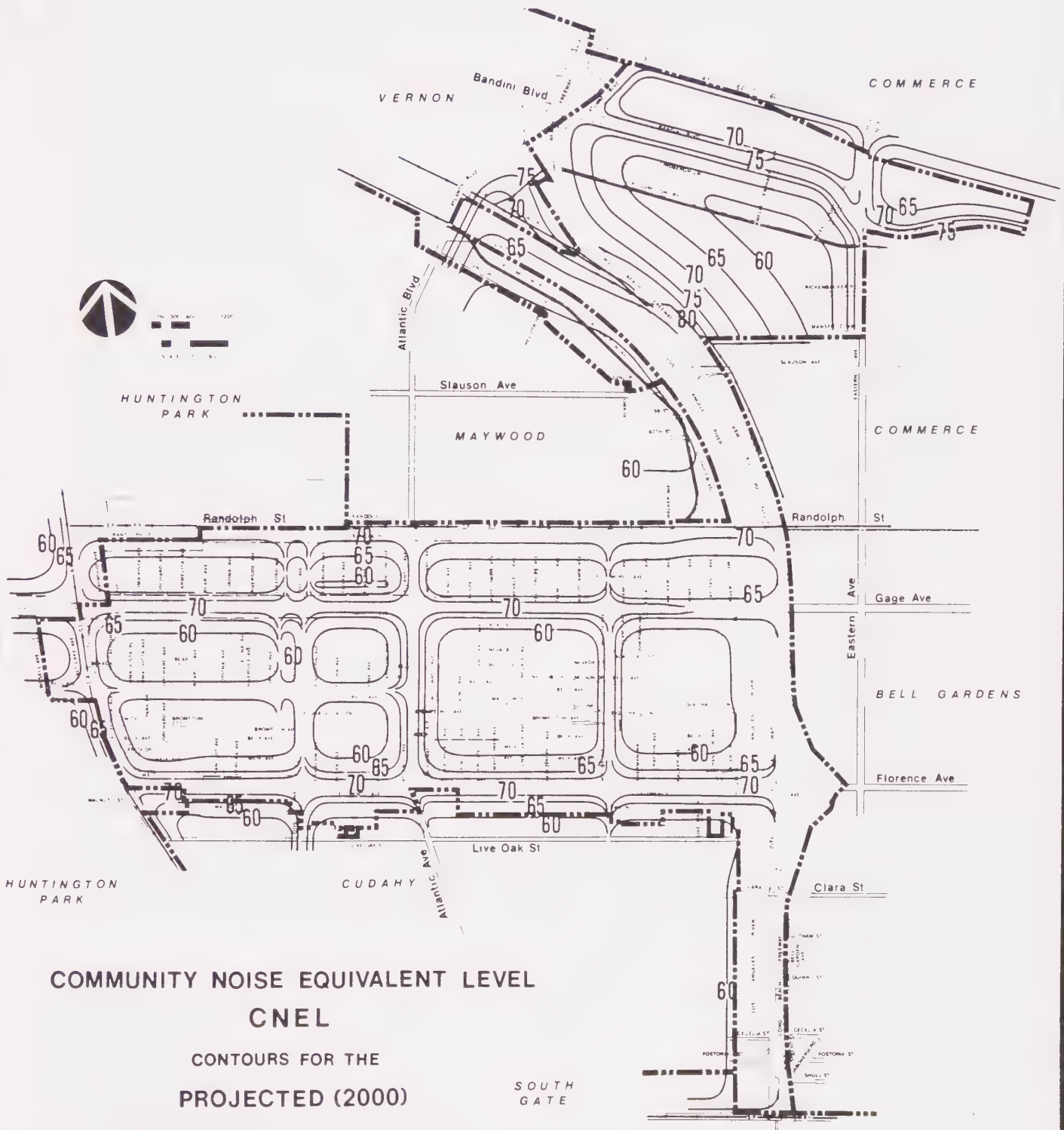
<u>Arterial</u>	<u>Reach</u>
Atlantic Avenue	N. City Limits to Florence
Bandini Boulevard	W. City Limits to E. City Limits
Eastern Avenue	N. City Limits to Mansfield
Florence Avenue	W. City Limits to E. City Limits
Gage Avenue	W. City Limits to E. City Limits
Otis Avenue	Florence to S. City Limits
Randolph Street	Atlantic to Walker
Wilcox Avenue	Gage to Florence



COMMUNITY NOISE EQUIVALENT LEVEL CNEL

CONTOURS FOR THE
EXISTING 1985
TRANSPORTATION ACTIVITY

FIGURE 5.3-1



COMMUNITY NOISE EQUIVALENT LEVEL CNEL

CONTOURS FOR THE
PROJECTED (2000)
TRANSPORTATION ACTIVITY

FIGURE 5.3 - II

3. Information provided by the Atchison, Topeka and Santa Fe Railway Company indicates the following operational profile for this rail line:

<u>Time of Day</u>	<u>Amtrak</u>	<u>Freight</u>	<u>Total</u>
7:00 am - 7:00 pm	11	4	15
7:00 am - 10:00 pm	2	4	6
10:00 pm - 7:00 am	1	8	9
Totals:	14	16	30

This level of activity is estimated to generate a CNEL of about 77 dB at a distance of 50' from the tracks.

4. Currently, there are approximately seven train movements per day on the Union Pacific rail line. The following schedule was provided by D. R. Borla, Director of Harbor Operations for the Union Pacific System:

<u>Time of Day</u>	<u>Number of Trains</u>
7:00 am - 7:00 pm	4
7:00 pm - 10:00 pm	1
10:00 pm - 7:00 am	2
Total:	7

This level of activity is estimated to generate a CNEL of about 69 dB at a distance of 50'.

5. Based on information provided by the Southern Pacific Transportation Company, the following is the current operational profile for the two S.P. rail lines with the City of Bell.

Number of Trains on Rail Line

<u>Time of Day</u>	<u>Parallel to Randolph</u>	<u>Parallel to Ardmore</u>
7 am - 7 pm	7	6
7 pm - 10 pm	0	0
10 pm - 7 am	1	0
Totals	8	6

Measurements obtained at a residence adjacent to the Randolph Street line indicate a CNEL of 68 to 69 dB at a distance of 135'. Peak noise levels as high as 109 dB(A) due to train horns were also measured.

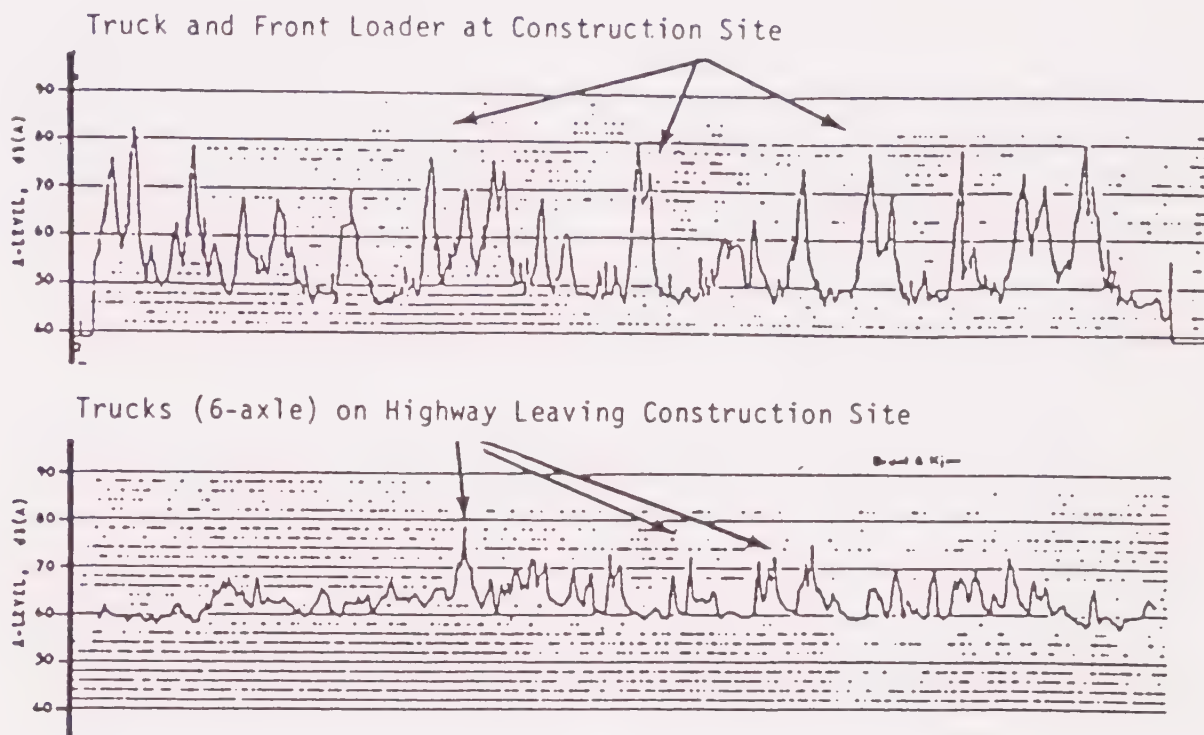
6. Noise measurements obtained at the corner of Randolph and Maywood indicate that activity at the industrial operations west of Maywood increase the A-weighted sound level by about 8 dB(A) above the ambient.
7. The following provides an inventory of noise sources measured within Bell and the ranges of maximum sound levels generated by these sources:

<u>Noise Source</u>	<u>Range of Sound Levels</u>
Passenger Aircraft Flyover (Altitude 1000')	64 to 76 dB(A)
Light Aircraft Flyover (Alt. 1000')	52 to 62 dB(A)
Truck Leaving Plant on Private Property at 50'	72 to 80 dB(A)
Trash Pickup at 100'	75 to 95 dB(A)
Helicopter Flyover (Alt. 200')	85 to 95 dB(A)
Truck on City Streets at 50'	75 to 90 dB(A)
Motorcycles at 50'	65 to 90 dB(A)
Sports Cars at 50'	65 to 85 dB(A)
Traffic on Main Arterials at 50'	65 to 75 dB(A)
Traffic on Highway at 50'	80 to 85 dB(A)
Construction Noise at 50'	Refer to Figure 5.3-III
Train Horn Sound, Level vs. Distance	Refer to Figure 5.3-IV
Locomotive Passby at 50'	84 to 86 dB(A)

When the sound level of a noise is indicated, the distance from source to receiver must be stated.

These noise sources were measured at various locations throughout the City. Therefore, the sound levels are not necessarily indicative of any particular area or location.

CONSTRUCTION EQUIPMENT

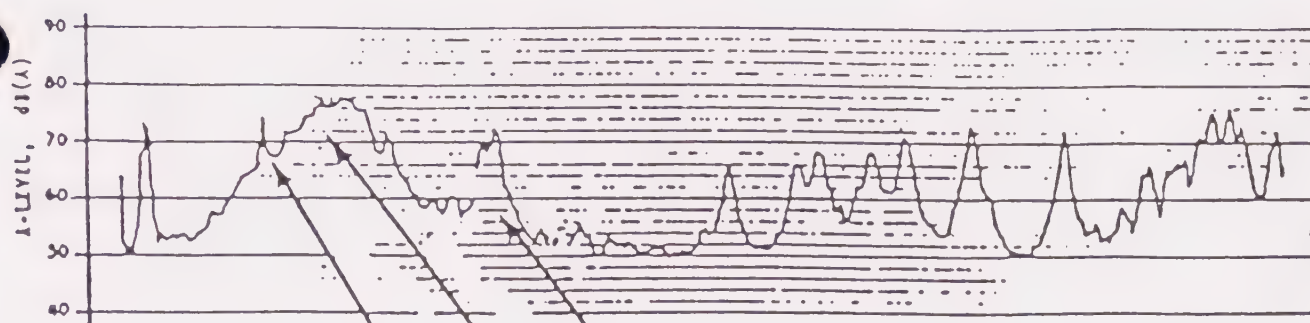


CONSTRUCTION EQUIPMENT NOISE LEVELS
(measured at a distance of 50 feet)

Equipment	Noise Level	Equipment	Noise Level
Earthmoving		Stationary	
front loader	79 dB(A)	pump	76 dB(A)
backhoe	85	generator	76
bulldozer	80	compressor	81
tractor	80	Impact	
scraper	88	pile driver	101
grader	85	jack hammer	88
truck	91	rock drill	98
paver	89	pneumatic tools	86
Materials Handling		Other	
concrete mixer	85	saw	78
concrete pump	82	vibrator	76
crane	83		
derrick	88		

Figure 5.3-III. Construction Equipment Noise Levels

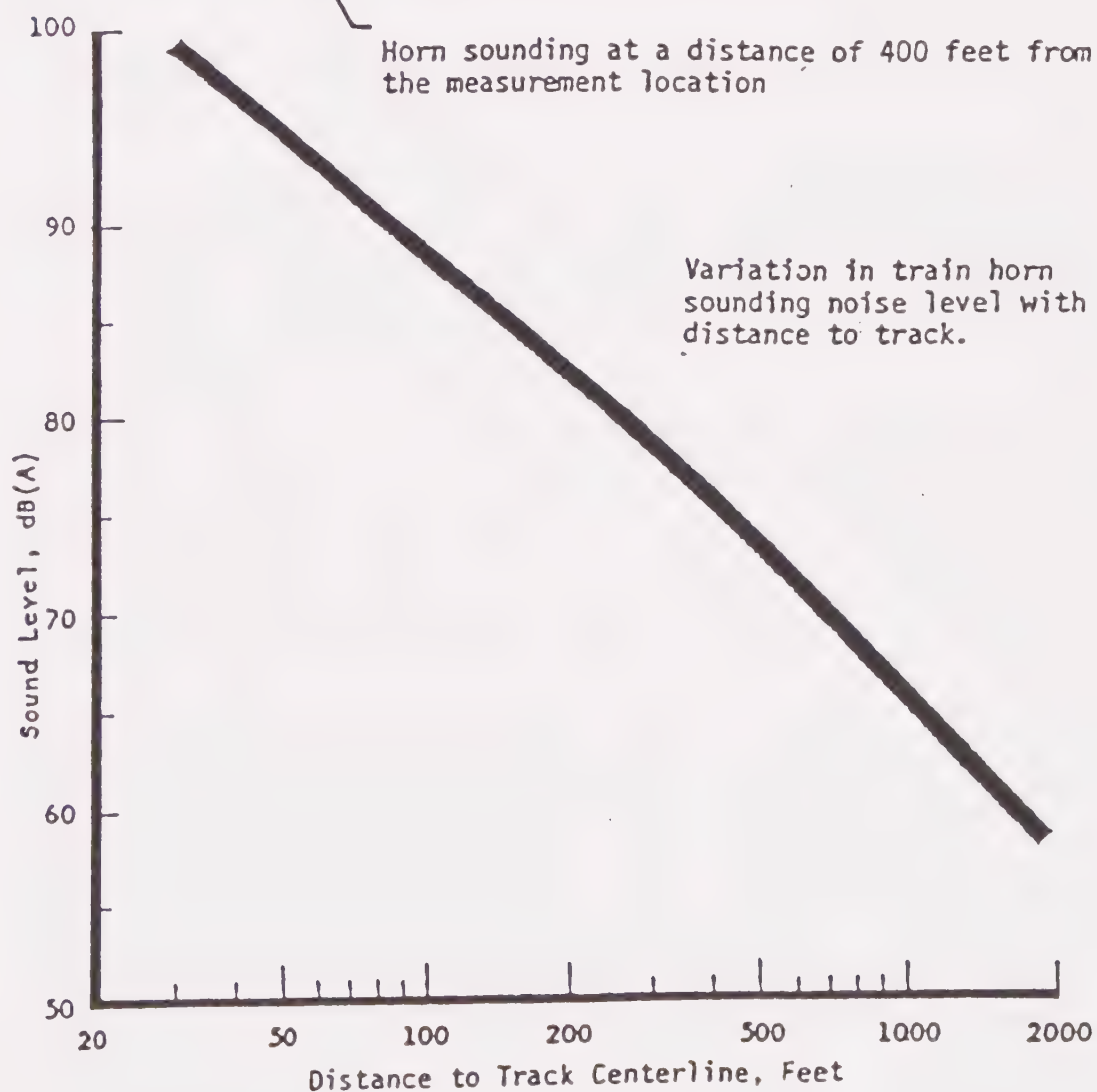
TRAIN AND HORN SOUNDING LEVELS



Sports car at 15 feet

Diesel locomotive pass-by
Distance to track centerline is 80 feet

Horn sounding at a distance of 400 feet from
the measurement location



Variation in train horn
sounding noise level with
distance to track.

Figure 5.3-IV.

Conclusions

1. The impact of the Route 710 Freeway on residences within the City of Bell is insignificant.
2. The noise exposure exceeds 65 dB at residential locations adjacent to several major arterials within the City. Therefore, the impact at these locations is considered to be excessive.
3. The Santa Fe rail line passes through the northern industrial portion of the City and, therefore, its impact is relatively insignificant. However, single event noise levels generated by train movements may be a source of annoyance to tenants of the industrial buildings.
4. The impact of the Union Pacific Railroad at existing residential locations in the western portion of the City is considered to be significant.
5. Along the Randolph Street line of the Southern Pacific railroad, the impact is considered to be significant. Along the line parallel to Ardmore, the impact is relatively insignificant since there is only a small manufacturing zone adjacent to the line. However, single event noise levels generated by the train movements may be a source of annoyance to tenants of the adjacent buildings.
6. It is estimated by the Southern Pacific Transportation Company that train movements could triple on both lines in the next few years as a result of the new container transfer facility opening near the harbor. Such movements would occur 24 hours a day. This will increase the CNEL at adjacent locations by at least 5 dB. The actual increase will be directly related not only to the number of operations occurring each day, but also the time of day at which they occur.
7. It is not known whether the level of activity on the Union Pacific and AT & SF rail lines will increase significantly in the future. However, any future impact will be directly related not only to the number of operations occurring each day, but also to the time of day at which they occur. A significant increase in evening and nighttime operations will have a detrimental effect on the quality of life in Bell. The late night and early morning train passes are the primary annoyance to residents who live adjacent to the tracks.
8. In general, commercial/industrial noise within the City of Bell is not considered excessive. However, where residential locations are adjacent to heavy industrial zones or trucking operations, a significant impact exists. This impact is primarily related to noise generated by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the building(s).

9. The impact of construction activity noise which occurs during the daytime is considered minimal for no more than two or three months of activity. However, late night and weekend disturbance caused by construction noise may cause a significant impact when experienced at nearby residential locations.
10. In general, the sound levels of noise sensitive locations within the City are not considered excessive. However, the following areas are located within a 65 dB CNEL contour as identified on the maps of Figures 5.3-I and 5.3-II:

Portions of Woodlawn School

Portions of the Bell Convalescent Hospital

Library

Portions of Debs Park

Portions of the park at the corner of Gage and Wilcox

Table 5.3-I provides an assessment of impact at each school relative to the State standard regarding classroom noise levels (Section 216 of the State of California Streets and Highways Code). This standard states that interior sound levels for school rooms adjacent to a freeway or State highway may not exceed an equivalent sound level (Leq) of 52 dB(A). It is also generally applied to other sources of noise which may intrude on schoolroom spaces such as busy arterials, rail lines, etc.

5.3.3 NEEDS

Identification

The most significant noise related impact to people living within the City of Bell is generated by the transportation elements, specifically the railway lines and the major and secondary arterials.

Numerous fixed sources of noise associated with commercial/industrial activity exist throughout the City of Bell. A significant impact is generated by these activities when they are located adjacent to or in the near vicinity of residential zones.

Table 5.3-I. Assessment of Impact at Schools within the City of Bell
Relative to State Standards

<u>School</u>	Assessment of Impact*	
	<u>Windows Open</u>	<u>Windows Closed</u>
Bell High School	May be significant near Bell Avenue	Insignificant
Corona Elementary School	May be significant near Bell Avenue	Insignificant
Woodlawn Elementary School	Significant	May be significant near Gage Avenue

- * Assumes 10 dB(A) of noise reduction for standard construction with windows open and 15 dB(A) of noise reduction with windows closed.

Recommendations

The City should implement the policies identified in the Noise Element. These policies identify methods of reducing the noise exposure at existing noise sensitive locations as well as standards to be applied to new construction in order to minimize any future impacts.

The City should adopt a comprehensive noise ordinance to minimize the intrusion of fixed noise sources on adjacent noise sensitive locations.

5.3.4 ISSUES, OPPORTUNITIES AND CONSTRAINTS

Issues

1. Noise exposures and peak noise levels generated by railroad operations are excessive when measured at adjacent noise sensitive locations. The level of railway activity is expected to increase in the future, thus increasing the impact.
2. Noise exposures exceed recommended standards at all residences adjacent to eight major and secondary arterials within the City.
3. Noise exposures may exceed recommended standards at six non-residential noise-sensitive areas. These include schools, hospitals, the library, and parks.

Opportunities

1. Acoustical studies required as part of the planning process will address the impact of noise on existing and future noise-sensitive areas.
2. Significant impacts at existing noise sensitive areas may be reduced by enforcing noise control guidelines and the appropriate placement of walls and berms to buffer these areas from traffic and train noise.

Constraints

The construction of noise barriers to reduce the impact at adjacent noise-sensitive locations is often the best method for mitigating the impact. However, this is not always practical or feasible. Costs may exceed the City's budget and the optimum barrier location may be situated on privately-owned property.

With respect to transportation noise sources, the control of vehicle and train noise emissions has been pre-empted by the State and Federal governments.

5.3.5 OBJECTIVES, POLICIES AND PROGRAMS

In the City of Bell there are four major sources of noise:

1. Rail traffic on the AT & SF, Southern Pacific, and Union Pacific rail lines
2. Traffic on the major arterials within the City
3. Traffic on the Route 710 Freeway, and
4. Commercial/industrial activities adjacent to residential locations.

Of these, the most serious problems are the noise levels produced by operations on the rail lines and by traffic on the major and secondary arterials. A CNEL of 70 to 80 dB exists at some residential locations as a result of these sources. This compromises the welfare of citizens in these areas and should be corrected.

The Noise Element has identified a number of noise related problems and issues within the City. The Policy Program consists of policies and implementation techniques which minimize these problems and issues. Short-term possibilities for noise reduction in Bell consist mostly of the enforcement of noise control guidelines and the appropriate placement of walls and berms to buffer residential and other noise-sensitive areas from traffic noise. Long-term possibilities for noise reduction will be contingent upon future development, especially along major traffic routes, and in the vicinity of the railroads. Planning now can help to minimize the future impact of noise on the community.

Policies

1. Noise barriers will be constructed along the Southern Pacific and Union Pacific rail line corridors where residences exist adjacent to the main tracks.
2. The City will consider planning guidelines which include noise control for all new residential developments and condominium conversion projects.
3. Future projects within the City will reflect a consciousness on the part of the City regarding the reduction of unnecessary noise near existing noise-sensitive areas such as residences, parks, hospitals, libraries, convalescent homes, etc.
4. The City will develop a policy for noise abatement and control of residential, commercial, and industrial activities within the City such that intrusive noise is limited to acceptable standards.
5. The City will encourage the reduction of noise throughout Bell.

Programs

Specific actions to achieve the policies cited above are described in this section of the Noise Element. These programs are grouped into five categories, each relating to the corresponding policy.

1. The City will construct noise barriers in residential areas where existing homes are directly adjacent to the main tracks. Residential locations directly adjacent to rail lines are exposed to noise in the range of 90 to 110 dB(A) during train pass-bys. The construction of noise barriers with heights of 13 to 15 feet should be considered as a noise reduction measure. Construction of a sound barrier must be as close as possible to the track in order to be effective and economically feasible. This requires the actual construction of the barrier on the rail line rights-of-way which are under the management of the Southern Pacific Transportation Company and the Union Pacific System. Such construction requires the approval of, cooperation of, and coordination with these railway companies.
2. The City will adopt guidelines which consider noise as an early factor in planning future residential developments. In addition, the City will require that the State's Noise Insulation Standards be applied to all new single family and condominium conversion projects.

Portions of the City are significantly affected by noise, as shown in the noise contour maps of Figures 5.3-I and 5.3-II. An acoustical analysis should be required for all new residential and condominium conversion projects within the 60 dB CNEL contour of the freeway, arterials, and rail lines within the City. This analysis should indicate the existing and projected CNELs on the site and the method(s) by which the noise is to be controlled or reduced to no more than 65 dB within the exterior living space, and no more than 45 dB within the interior living space of the project. This latter standard requires that the City extend the application of the State's Noise Insulation Standards to all new single family and condominium conversion projects. Currently, they only apply to all new multifamily units (apartments, motels, etc.).

Noise should be considered early in the development of new residential or noise-sensitive construction. The location and orientation of the residential buildings may be configured to minimize or eliminate a noise problem for a site adjacent to the freeway, arterials, or rail lines. Other effective noise reduction tools include the use of earthen berms, sound reducing walls, and generous setbacks.

Interior CNEL levels may be reduced to 45 dB or less in any of the following ways:

5.2.3 NEEDS

Identification

The most significant geologic impact to persons and property in the City is associated with ground shaking produced by seismic activity along active and potentially active fault zones within the region. There is a high probability that the Bell area will experience "ground shaking" from earthquake activity originating from active fault systems in the region.

The Los Angeles County Fire Department has identified three "Fire Target Hazards" in the City of Bell based on the criteria of assemblage of persons plus fire probability. The three structures in Bell include Bell High School, the Liberty Theater and the Bell Police Station (because prisoners are temporarily housed in this facility).

Many of the older commercial structures along Gage Avenue have living units on the second story. Some of these units constitute fire hazards as they do not meet current code requirements, according to the City Building Department.

Recommendations

The City should continue to implement the Uniform Building Code and the local Code Enforcement program. The purpose of the requirements and standards of these codes is to assure the structural integrity of new and existing structures in the event of an earthquake or other seismic episode.

The Fire Department should continue its program of inspecting all "Fire Target Hazards" at least three times a year. All buildings identified as Fire Target Hazards are required by the Los Angeles County Fire Department to be sprinklered.

The City must be prepared to provide emergency services in the event of major hazardous materials incidents and large-scale natural disasters. The City's Civil Defense and Disaster Plan was most recently updated in February, 1983. The City should continue its policy of periodically revising the Plan as necessary.

The Fire Department should continue to maintain an active enforcement program to eliminate fire hazards in residential units. Once a complaint is received, the Fire

- a. A reduction of the exterior noise to which the dwelling is exposed,
 - b. Installing sound rated windows suitable for the noise reduction required,
 - c. Configuring and insulating exterior walls and roofing systems to reduce the interior noise to acceptable levels,
 - d. Locating (or eliminating) vents, mail slots, etc., to minimize sound propagation into the home, and
 - e. Installing forced air ventilation as needed to provide a habitable living space if the interior CNEL is to be met with all or some windows closed.
3. The City will reduce unnecessary noise in the vicinity of noise-sensitive locations by taking the following actions:
- a. Maintain liaison with transportation agencies such as CalTrans regarding the reduction of noise from existing facilities. The design and location of new facilities will also be considered.
 - b. Consideration should be given to buffering noise-sensitive areas from noise generating land uses.
 - c. Noise monitoring within the City will be an ongoing process conducted by the appropriate departments. Additionally, a liaison will be developed between the City and the Los Angeles County Health Department in order to obtain assistance in on-site measurements of noise levels.
 - d. Close attention should be paid to the noise evaluation in environmental impact statements.

To reduce the level of noise in noise-sensitive areas, the Circulation Element of the General Plan should be revised, wherever possible, to divert through traffic away from these areas.

As the existing and projected noise contours developed for the Noise Element indicate, traffic is a major source of noise in the City. However, these contours should not be considered adequate for specific site evaluations. Environmental impact reports with satisfactory noise assessments have the additional value of helping to monitor localized noise conditions. The environmental impact issues should include:

- a. Annoyance - Excessive noise is socially disruptive and may be physically damaging.

4. A reduction of the existing water on which the property is assessed.

5. The following items shall be assessed for the year 1970:

a. Commercial and residential property shall be assessed at the same rate as the residential property.

b. Industrial property shall be assessed at the same rate as the commercial property.

6. The following items shall be assessed at the same rate as the residential property:

a. The following items shall be assessed at the same rate as the residential property:

b. The following items shall be assessed at the same rate as the residential property:

7. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

8. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

9. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

10. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

11. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

12. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

13. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

14. The City will not be responsible for the cost of the following items:

a. The cost of the following items:

b. The cost of the following items:

- b. Economics - Excessive noise adversely affects property values and levels of productivity. In the past, the costs of excessive noise from transportation facilities have been passed on to those in the vicinity rather than be borne by the producer of the noise.
4. The City will consider the adoption of an appropriate ordinance which will place a limit on the level of noise produced by residential, commercial, and industrial activities that may intrude on adjacent properties.

Noise emanating from residential, commercial, and industrial uses is regulated by the City's Municipal Code. However, acceptable dB(A) ranges have not been designated for these uses.

5. The City will encourage the reduction of noise throughout Bell by taking the following actions:
- a. The City will encourage the AT & SF, Southern Pacific, and Union Pacific rail companies to reduce the level of noise produced by train movements within the City. This can be accomplished by regular maintenance of the track and trains. Use of the trains' horns should also be minimized. The City will also monitor the existing operations on the rail lines as well as any plans for future development. Any actions that increase the level of noise throughout the City will be discouraged.
 - b. The City will consider noise control requirements for all new equipment purchases.
 - c. The City will implement a review process concerning its policies and regulations affecting noise every five years or as new technological developments warrant, per State guideline requirements.
 - d. The City will encourage the enforcement of regulations (such as the State Vehicle Code noise standards) for all privately owned, City owned, and City operated automobiles, trucks, and motorcycles operating within Bell.

